

2003

**Virginia Department of Transportation
Daily Traffic Volume Estimates
Including Vehicle Classification Estimates**

where available

Jurisdiction Report

26

Dinwiddie County
City of Petersburg
Town of McKenney

Prepared By

**Virginia Department of Transportation
Mobility Management Division**

In Cooperation With

**U.S. Department of Transportation
Federal Highway Administration**

Virginia Department of Transportation
Mobility Management Division
Traffic Monitoring Section

The Virginia Department of Transportation (VDOT) conducts a program where traffic count data are gathered from sensors in or along streets and highways and other sources. From these data, estimates of the average number of vehicles that traveled each segment of road are calculated. VDOT periodically publishes booklets listing these estimates.

One of these booklets, titled "Average Daily Traffic Volumes with Vehicle Classification Data, on Interstate, Arterial and Primary Routes" includes a list of each Interstate and Primary highway segment with the estimated Annual Average Daily Traffic (AADT) for that segment. AADT is the total annual traffic estimate divided by the number of days in the year. This booklet also includes information such as estimates of the percentage of the AADT made up by 6 different vehicle types, ranging from cars to double trailer trucks; estimated Annual Average Weekday Traffic (AAWDT), which is the number of vehicles estimated to have traveled the segment of highway during a 24 hour weekday averaged over the year; as well as Peak Hour and Peak Direction factors used by planners to formulate design criteria.

In addition to the Primary and Interstate publication, one hundred books are published periodically, one for each of 100 areas across the state defined by VDOT for record-keeping purposes. These books include traffic volume estimates for roads within the county, cities, and towns within the area. These books are titled "Daily Traffic Volumes Including Vehicle Classification Estimates, where available; Jurisdiction Report numbers 00 through 99".

Also available are a number of reports summarizing the average Vehicle Miles Traveled (VMT) in selected jurisdictions and other categories of highways. There are many different ways to present traffic volume summary information. Because the user determines the value of each presentation, the reports have been redesigned based on user requests and feedback. The people at VDOT Mobility Management's Traffic Monitoring Section who produce these books welcome requests for other helpful ways of presenting the summary information.

A compact disc (CD) is available that includes files in the Adobe® Portable Document Format (PDF) that can be displayed, searched, and printed using common desktop computer equipment. The CD includes the publications described above as well as a number of other reports, including specialized VMT summaries and smaller AADT reports for each city and town separately.

Publication Notes

Parallel Roads

For road inventory and management purposes, some roadways are counted separately by direction and have separately published traffic estimates for each direction of travel. Examples of such roadways are the interstate system and routes with separated facilities and (usually) one-way traffic facilities in urban areas. In these publications, they are referred to as parallel roads. As a convenience for the users of the publication, the listing for segments of roads with parallel segments are published with both the traffic estimates for their own direction of travel (e.g. I-95 Northbound) as well as the estimate of the total of all traffic on the same route including parallel roadways (all directions of I-95). The publication will have a “Combined Traffic Estimates for Parallel Roadways on this Route” or “Combined Traffic” identifiers for the combined direction of travel estimates.

Roadways such as I-395 with a North segment, a South segment and a separate Reversible lane segment will have the estimate for more than two parallel roadways included in the entire combined traffic estimate.

Some routes have very complicated paths through cities and towns. These parallel paths may be too complex to allow a relationship between nearby sections of the opposite direction on the same route. In this case, to indicate that the traffic estimates for such a road segment may not include all directions of traffic on that route, the line that would list the combined values will indicate “NA” for not available.

VDOT’s traffic monitoring program includes more than 100,000 segments of roads and highways ranging from several mile sections of Interstate highways to very short sections of city streets. Due to problems experienced obtaining some traffic count data, and the level of quality necessary to maintain confidence in the data, no estimate is currently available for some segments of roadway. These segments are included in the publications indicating “NA” for not available. It is the intention of the VDOT’s Mobility Management Traffic Monitoring group to obtain the data necessary and to report traffic volume estimates on all road segments included in these publications.

Many of the road segments in this program are local secondary roads. The amount and detail of data collected on these roads are not as great as the data collected on higher volume roads. The vehicle classification, average weekday traffic volumes, and the theoretical design hour traffic volumes are not calculated for these roads. The publications indicate “NA” for the information that is not available.

This publication is based on a traffic monitoring program initiated in 1997. Because the data collection techniques and statistical evaluation processes are different than those used in previous years, comparison with previous publications may be misleading.

Glossary of Terms:

Route: The Route Number assigned to this segment of roadway with the master inventory route number if this is an overlapping route, with official street or highway name if available.

Length: Length of the traffic segment in miles.

AADT: Annual Average Daily Traffic. The estimate of typical daily traffic on a road segment for all days of the week, Sunday through Saturday, over the period of one year.

QA: Quality of AADT:

- A Average of Complete Continuous Count Data
- B Average of Selected Continuous Count Data
- F Factored Short Term Traffic Count Data
- G Factored Short Term Traffic Count Data with Growth Element
- H Historical Estimate
- M Manual Uncounted Estimate
- N AADT of Similar Neighboring Traffic Link
- O Provided By External Source
- R Raw Traffic Count, Unfactored

4Tire: Percentage of the traffic volume made up of motorcycles, passenger cars, vans and pickup trucks.

Bus: Percentage of the traffic volume made up of busses.

2Axle Truck: Percentage of the traffic volume made up of 2 axle single unit trucks (not including pickups and vans).

3+Axle Truck: Percentage of the traffic volume made up of single unit trucks with three or more axles.

1Trail Truck: Percentage of the traffic volume made up of units with a single trailer.

2Trail Truck: Percentage of the traffic volume made up of units with more than one trailer.

QC: Quality of Classification Data:

- A Average of Complete Continuous Count Data
- B Average of Selected Continuous Count Data
- C Short Term Classified Traffic Count Data
- F Factored Short Term Traffic Count Data
- H Historical Estimate
- M Mass Collective Average
- N Classification Estimates of Similar Neighboring Traffic Link

K Factor: The estimate of the portion of the traffic volume traveling during the peak hour or design hour.

QK: Quality of the Peak Hour estimate:

- A Factor based on 30th Highest Hour Observed During at least 250 days of Continuous Traffic Data
- B Factor based on other Hour Observed During Less than 250 days of Continuous Traffic Data
- F Factor based on Highest Hour Collected at in a 48 Hour Weekday Period
- M Factor based on Manual Estimate of design hour
- N Peak Hour Factor of Similar Neighboring Traffic Link
- O Provided by External Source

Dir Factor: The estimate of the portion of the traffic volume traveling in the peak direction during the peak hour..

AAWDT: Average Annual Weekday Traffic. The estimate of typical traffic over the period of one year for the days between Monday through Thursday inclusive.





QW: Quality of AAWDT:

- A Average of Complete Continuous Count Data
- B Average of Selected Continuous Count Data
- F Factored Short Term Traffic Count Data
- G Factored Short Term Traffic Count Data with Growth Element
- M Manual Uncounted Estimate
- N AAWDT of Similar Neighboring Traffic Link
- O Provided by External Source

Year: Year for which the published values are appropriate. If the Quality of AADT (QA) is "R", the year is the year that the raw traffic count was collected, and if available,

Route Shield Legend

Route Systems

North 	Interstate Route	Traffic volume data for Interstate Routes and some other routes are reported separately by direction, as well as combined.
	US Route	
	Virginia State Route	
	Secondary Route	

Special Routes

Bus 	Bus - Business Route
	Bypas - Bypass Route
	Truck - Truck Route
ALT 	ALT - Alternate Route
	Wve - Wye Route connector
	P - Parallel Route; Southbound or Westbound direction lanes of a numbered route where they are on a different road facility than the other direction.
	The VDOT Maintenance Jurisdiction number is displayed below the Secondary Route Number if the Maintenance Jurisdiction is different than the jurisdiction in the title of the report.

Virginia Department of Transportation
Mobility Management Division
2003
Annual Average Daily Traffic Volume Estimates By Section of Route
Dinwiddie Maintenance Area

Route	Length	AADT	QA	4Tire	Bus	-----Truck-----				QC	K Factor	QK	Dir Factor	AAWDT	QW	Year	
Dinwiddie County																	
1	2.46	1700	G	From:	Brunswick County Line				F	0.089	F	0.603	1700	G	2003		
				94%	2%	2%	1%	1%								0%	
				To:	SCL McKenney												
Town of McKenney																	
1	0.23	1700	N	From:	SCL McKenney				N	0.089	N	0.603	1700	N	2003		
				94%	2%	2%	1%	1%								0%	
				To:	SR 40												
1	0.33	2200	G	From:	SR 40				F	0.104	F	0.524	2200	G	2003		
				94%	2%	2%	1%	1%								0%	
				To:	NCL McKenney												
Dinwiddie County																	
1	4.05	2200	N	From:	NCL McKenney				N	0.104	N	0.524	2200	N	2003		
				94%	2%	2%	1%	1%								0%	
				To:	26-649												
1	Boydton Plank Rd	5.65	2700	G	From:	26-649				F	0.092	F	0.628	2700	G	2003	
					94%	2%	2%	1%	1%								0%
					To:	26-627 Courthouse Rd											
1	Boydton Plank Rd	2.48	4100	G	From:	26-627 Courthouse Rd				C	0.098	F	0.598	4100	G	2003	
					94%	2%	2%	1%	1%								0%
					To:	26-740 Turkey Egg Rd											
1	Boydton Plank Rd	3.61	5500	G	From:	26-740 Turkey Egg Rd				F	0.097	F	0.563	5500	G	2003	
					94%	2%	2%	1%	1%								0%
					To:	S 26-613 Dabney Mill Rd											
1	Boydton Plank Rd	3.09	7300	G	From:	S 26-613 Dabney Mill Rd				F	0.091	F	0.603	7900	G	2003	
					94%	2%	2%	1%	1%								0%
					To:	Bus US 460 Airport St											
1	Boydton Plank Rd	1.70	11000	G	From:	Bus US 460 Airport St				F	0.092	F	0.598	11000	G	2003	
					94%	2%	2%	1%	1%								0%
					To:	I-85 SW of Petersburg											
1	Boydton Plank Rd	1.22	15000	G	From:	I-85 SW of Petersburg				F	0.086	F	0.514	16000	G	2003	
					98%	0%	1%	1%	1%								0%
					To:	SR 226 Cox Rd											
1	0.45	14000	A	From:	SR 226 Cox Rd				C	0.107	A	0.565	15000	A	2003		
				98%	0%	1%	1%	1%								0%	
				To:	WCL Petersburg												
City of Petersburg																	
1	Washington St	0.40	13000	G	From:	WCL Petersburg				F	0.091	F	0.544	14000	G	2003	
					98%	0%	1%	1%	1%								0%
					To:	Summit St											
1	Washington St	0.18	13000	G	From:	Summit St				F	0.094	F	0.519	14000	G	2003	
					98%	0%	1%	1%	1%								0%
					To:	Elm St											
1	Washington St	0.57	15000	G	From:	Elm St				C	0.090	F	0.535	16000	G	2003	
					96%	1%	2%	1%	1%								0%
					To:	US 1 Par, Wythe St											
1	Wythe St	1.08	8400	G	From:	US 1 Par, Washington St; Battersea Lane				C	0.085	F	9000	G	2003		
					95%	1%	2%	1%	1%							0%	
					Combined Traffic:	17000	G	95%	1%							2%	1%
1	Wythe St	0.15	10000	G	From:	Perry St				F	0.087	F	11000	G	2003		
					95%	1%	2%	1%	1%							0%	
					Combined Traffic:	20000	G	95%	1%							2%	1%
1	Wythe St	0.20	10000	G	From:	SR 36 Market St				F	0.093	F	11000	G	2003		
					95%	1%	2%	1%	1%							0%	
					Combined Traffic:	NA	NA	NA	NA							NA	NA
1	Wythe St	0.20	14000	G	From:	ALT US 301 Sycamore St				F	0.089	F	15000	G	2003		
					95%	1%	2%	1%	1%							0%	
					Combined Traffic:	NA	NA	NA	NA							NA	NA
1	Jefferson St	0.09	3400	G	From:	Bus US 460 Jefferson St				F	0.086	F	0.709	3700	G	2003	
					95%	1%	2%	1%	1%								0%
					Combined Traffic:	NA	NA	NA	NA								NA
1	Jefferson St	0.21	890	G	From:	Bus US 460 Par, Washington St				F	0.108	F	0.813	960	G	2003	
					95%	1%	2%	1%	1%								0%
					Combined Traffic:	NA	NA	NA	NA								NA
1	Jefferson St	0.21	890	G	From:	Bus US 460 Par, Washington St				F	0.108	F	0.813	960	G	2003	
					95%	1%	2%	1%	1%								0%
					Combined Traffic:	NA	NA	NA	NA								NA
1	Jefferson St	0.21	890	G	From:	Bus US 460 Par, Washington St				F	0.108	F	0.813	960	G	2003	
					95%	1%	2%	1%	1%								0%
					Combined Traffic:	NA	NA	NA	NA								NA
1	Jefferson St	0.21	890	G	From:	Bus US 460 Par, Washington St				F	0.108	F	0.813	960	G	2003	
					95%	1%	2%	1%	1%								0%
					Combined Traffic:	NA	NA	NA	NA								NA
1	Jefferson St	0.21	890	G	From:	Bus US 460 Par, Washington St				F	0.108	F	0.813	960	G	2003	
					95%	1%	2%	1%	1%								0%
					Combined Traffic:	NA	NA	NA	NA								NA
1	Jefferson St	0.21	890	G	From:	Bus US 460 Par, Washington St				F	0.108	F	0.813	960	G	2003	
					95%	1%	2%	1%	1%								0%
					Combined Traffic:	NA	NA	NA	NA								NA
1	Jefferson St	0.21	890	G	From:	Bus US 460 Par, Washington St				F	0.108	F	0.813	960	G	2003	
					95%	1%	2%	1%	1%								0%
					Combined Traffic:	NA	NA	NA	NA								NA
1	Jefferson St	0.21	890	G	From:	Bus US 460 Par, Washington St				F	0.108	F	0.813	960	G	2003	
					95%	1%	2%	1%	1%								0%
					Combined Traffic:	NA	NA	NA	NA								NA
1	Jefferson St	0.21	890	G	From:	Bus US 460 Par, Washington St				F	0.108	F	0.813	960	G	2003	
					95%	1%	2%	1%	1%								0%
					Combined Traffic:	NA	NA	NA	NA								NA
1	Jefferson St	0.21	890	G	From:	Bus US 460 Par, Washington St				F	0.108	F	0.813	960	G	2003	
					95%	1%	2%	1%	1%								0%
					Combined Traffic:	NA	NA	NA	NA								NA
1	Jefferson St	0.21	890	G	From:	Bus US 460 Par, Washington St				F	0.108	F	0.813	960	G	2003	
					95%	1%	2%	1%	1%								0%
					Combined Traffic:	NA	NA	NA	NA								NA
1	Jefferson St	0.21	890	G	From:	Bus US 460 Par, Washington St				F	0.108	F	0.813	960	G	2003	
					95%	1%	2%	1%	1%								0%
					Combined Traffic:	NA	NA	NA	NA								NA
1	Jefferson St	0.21	890	G	From:	Bus US 460 Par, Washington St				F	0.108	F	0.813	960	G	2003	
					95%	1%	2%	1%	1%								0%
					Combined Traffic:	NA	NA	NA	NA								NA
1	Jefferson St	0.21	890	G	From:	Bus US 460 Par, Washington St				F	0.108	F	0.813	960	G	2003	
					95%	1%	2%	1%	1%								0%
					Combined Traffic:	NA	NA	NA	NA								NA
1	Jefferson St	0.21	890	G	From:	Bus US 460 Par, Washington St				F	0.108	F	0.813	960	G	2003	
					95%	1%	2%	1%	1%								0%
					Combined Traffic:	NA	NA	NA	NA								NA
1	Jefferson St	0.21	890	G	From:	Bus US 460 Par, Washington St				F	0.108	F	0.813	960	G	2003	
					95%	1%	2%	1%	1%								0%
					Combined Traffic:	NA	NA	NA	NA								NA
1	Jefferson St	0.21	890	G	From:	Bus US 460 Par, Washington St				F	0.108	F	0.813	960	G	2003	
					95%	1%	2%	1%	1%								0%
					Combined Traffic:	NA	NA	NA	NA								NA
1	Jefferson St	0.21	890	G	From:	Bus US 460 Par, Washington St				F	0.108	F	0.813	960	G	2003	
					95%	1%	2%	1%	1%								0%
					Combined Traffic:	NA	NA	NA	NA								NA
1	Jefferson St	0.21	890	G	From:	Bus US 460 Par, Washington St				F	0.108	F	0.813	960	G	2003	
					95%	1%	2%	1%	1%								0%
					Combined Traffic:	NA	NA	NA	NA								NA
1	Jefferson St	0.21	890	G	From:	Bus US 460 Par, Washington St				F	0.108	F	0.813	960	G	2003	
					95%	1%	2%	1%	1%								0%
					Combined Traffic:	NA	NA	NA	NA								NA
1	Jefferson St	0.21	890	G	From:	Bus US 460 Par, Washington St				F	0.108	F	0.813	960	G	2003	
					95%	1%	2%	1%	1%								0%
					Combined Traffic:	NA	NA	NA	NA								NA
1	Jefferson St	0.21	890	G	From:	Bus US 460 Par, Washington St				F	0.108	F	0.813	960	G	2003	
					95%	1%	2%	1%	1%								0%
					Combined Traffic:	NA	NA	NA	NA								NA
1	Jefferson St	0.21	890	G	From:	Bus US 460 Par, Washington St				F	0.108	F	0.813	960	G	2003	
					95%	1%	2%	1%	1%								0%
					Combined Traffic:	NA	NA	NA	NA								NA
1	Jefferson St	0.21	890	G	From:	Bus US 460 Par, Washington St				F	0.108	F	0.813	960	G	2003	
					95%	1%	2%	1%	1%								0%
					Combined Traffic:	NA	NA	NA	NA								NA
1	Jefferson St	0.21	890	G	From:	Bus US 460 Par, Washington St				F	0.108	F	0.813	960	G	2003	
					95%	1%	2%	1%	1%								0%
					Combined Traffic:	NA	NA	NA	NA								NA
1	Jefferson St	0.21	890	G	From:	Bus US 460 Par, Washington St				F	0.108	F	0.813	960	G	2003	
					95%	1%	2%	1%	1%								0%
					Combined Traffic:	NA	NA	NA	NA								NA
1	Jefferson St	0.21	890	G	From:	Bus US 460 Par, Washington St				F	0.108	F	0.813	960	G	2003	
					95%	1%	2%	1%	1%								0%
					Combined Traffic:	NA	NA	NA	NA								NA
1	Jefferson St	0.21	890	G	From:	Bus US 460 Par, Washington St				F	0.108	F	0.813	960	G	2003	
					95%	1%	2%	1%	1%								0%
					Combined Traffic:	NA	NA	NA	NA								NA
1	Jefferson St	0.21	890	G	From:	Bus US 460 Par, Washington St				F	0.108	F	0.813	960	G	2003	
					95%	1%	2%	1%	1%								0%
					Combined Traffic:	NA	NA	NA	NA								NA
1	Jefferson St	0.21	890	G	From:	Bus US 460 Par, Washington St				F	0.108	F	0.813	960	G	2003	
					95%	1%	2%	1%	1%								0%
					Combined Traffic:	NA	NA	NA	NA								NA
1	Jefferson St	0.21	890	G	From:	Bus US 460 Par, Washington St				F	0.108	F	0.813	960	G	2003	
					95%	1%	2%	1%	1%								0%

Virginia Department of Transportation
Mobility Management Division
2003
Annual Average Daily Traffic Volume Estimates By Section of Route
Dinwiddie Maintenance Area

Route		Length	AADT	QA	4Tire	Bus	Truck				QC	K Factor	QK	Dir Factor	AAWDT	QW	Year	
							2Axle	3+Axle	1Trail	2Trail								
City of Petersburg																		
1	Henry St	0.05	560	G	From:	Jefferson St					F	0.129	F		610	G	2003	
					To:	3rd St												
Combined Traffic:			NA												NA			
1	3rd Street	0.05	1700	G	From:	Henry St					F	0.110	F		1800	G	2003	
					To:	US 301 Par, Bank St												
Combined Traffic:			NA												NA			
1	3rd Street	0.05	2800	G	From:	US 301 Bollingbrook St					F	0.109	F		3100	G	2003	
					To:	US 301; 3RD STREET												
Combined Traffic:			NA												NA			
1	301	Bollingbrook St	0.08	6700	G	From:	US 1 Par; US 301 Par; Bollingbrook St					F	0.103	F		7300	G	2003
						To:	SCL Colonial Heights											
Combined Traffic:			NA															
1	2nd Street	0.35	11000	G	From:	US 1 Wythe St Battersea Lane					F	NA			12000	G	2003	
					To:	123-9025 West St												
Combined Traffic:															19000	G		
1	Washington St	0.31	9100	G	From:	123-9029 South St					F	0.093	F		9800	G	2003	
					To:	Guarantee St												
Combined Traffic:			17000	G											19000	G		
1	Washington St	0.40	9000	G	From:	BUS US 460 Par; SR 36 Market St					F	0.092	F		9700	G	2003	
					To:	SR 36; Bus US 460 Par Washington St												
Combined Traffic:			17000	G											19000	G		
1	Washington St	0.27	10000	G	From:	SR 36 Grove Ave					C	0.097	F		11000	G	2003	
					To:	SR 36; Market St												
Combined Traffic:			20000	G											22000	G		
1	Washington St	0.24	10000	G	From:	Sycamore St					C	0.087	F		11000	G	2003	
					To:	Old St												
Combined Traffic:			20000	G											22000	G		
1	Market St	0.38	4000	G	From:	Bollingbrook St					C	0.089	F	0.505	4300	G	2003	
					To:	SR 36; Market St												
Combined Traffic:			NA												NA			
1	Old St	0.13	3600	G	From:	SR 36 Grove Ave					F	0.095	F	0.759	3900	G	2003	
					To:	SR 36; Market St												
Combined Traffic:			NA												NA			
1	Sycamore St	0.04	4200	G	From:	Sycamore St					F	0.096	F	0.779	4600	G	2003	
					To:	Bollingbrook St												
Combined Traffic:			NA												NA			
1	Bollingbrook St	0.10	3300	G	From:	US 1 Par, Market St					F	0.089	F		3500	G	2003	
					To:	US 1												
Combined Traffic:			NA												NA			
36	Fleet St	0.12	11000	G	From:	US 1, US 301 2nd St					C	0.094	F	0.504	11000	G	2003	
					To:	WCL Petersburg												
Combined Traffic:																		
36	Grove Ave	0.54	3800	G	From:	Grove Ave					C	0.105	F	0.617	4100	G	2003	
					To:	Fleet St												
Combined Traffic:																		
36	1	Market St	0.38	4000	G	From:	US 1 Par, Market St					C	0.089	F	0.505	4300	G	2003
						To:	US 1											
Combined Traffic:			NA												NA			
36	Market St	0.11	5100	G	From:	US 1 Par; BUS US 460 Par, Washington St					F	0.1	F	0.595	5100	G	2003	
					To:	US 1, Bus US 460 Wythe St												

Virginia Department of Transportation
Mobility Management Division
2003
Annual Average Daily Traffic Volume Estimates By Section of Route
Dinwiddie Maintenance Area

Route		Length	AADT	QA	4Tire	Bus	-----Truck-----				QC	K Factor	QK	Dir Factor	AAWDT	QW	Year	
2Axle 3+Axle 1Trail 2Trail																		
City of Petersburg																		
36	1	Wythe St	0.20	10000	G	95%	1%	2%	1%	1%	0%	F	0.093	F		11000	G	2003
		Combined Traffic:		NA								NA			NA			
36	1	Wythe St	0.20	14000	G	95%	1%	2%	1%	1%	0%	F	0.089	F		15000	G	2003
		Combined Traffic:		NA								NA			NA			
36	Bus 460	Wythe St	0.20	16000	G	96%	1%	2%	0%	1%	0%	C	0.098	F		17000	G	2003
		Combined Traffic:		32000	G	93%	1%	2%	2%	2%	0%	C	NA			35000	G	
36	Bus 460	Wythe St	0.30	10000	G	96%	1%	2%	0%	1%	0%	F	0.084	F		11000	G	2003
		Combined Traffic:		23000	G	94%	1%	2%	1%	2%	0%	F	NA			25000	G	
36		Wythe St	0.43	11000	G	92%	1%	2%	1%	3%	0%	C	0.081	F		12000	G	2003
		Combined Traffic:		22000	G	92%	1%	2%	2%	3%	0%	C	NA			24000	G	
36		Washington St	0.87	22000	G	97%	0%	1%	0%	1%	0%	F	0.086	F	0.526	24000	G	2003
		36		Washington St	0.58	16000	G	97%	0%	1%	0%	1%	0%	F	0.081	F	0.525	17000
Prince George County Line																		
36	1	Old St	0.13	3600	G	95%	1%	3%	1%	0%	0%	F	0.095	F	0.759	3900	G	2003
		Combined Traffic:		NA								NA			NA			
36	1	Sycamore St	0.04	4200	G	95%	1%	3%	1%	0%	0%	F	0.096	F	0.779	4600	G	2003
		Combined Traffic:		NA								NA			NA			
36	1	Bollingbrook St	0.10	3300	G	95%	1%	3%	1%	0%	0%	F	0.089	F		3500	G	2003
		Combined Traffic:		NA								NA			NA			
36	301	Bollingbrook St	0.08	6700	G	95%	0%	2%	1%	1%	0%	F	0.103	F		7300	G	2003
		Combined Traffic:		NA								NA			NA			
36	301	Bollingbrook St	0.15	3600	G	95%	0%	1%	2%	2%	0%	C	0.090	F		3900	G	2003
		Combined Traffic:		6600	G	94%	1%	2%	2%	2%	0%	F	NA			7200	G	
36	301	Bollingbrook St	0.23	3300	G	95%	0%	2%	1%	1%	0%	C	0.093	F		3500	G	2003
		Combined Traffic:		6800	G	94%	1%	3%	1%	1%	0%	C	NA			7300	G	
36	301	Crater Rd	0.14	3000	G	93%	0%	1%	4%	2%	0%	C	0.102	F		3200	G	2003
		Combined Traffic:		6700	G	93%	1%	2%	3%	2%	0%	F	NA			7200	G	
36	301	Crater Rd	0.18	4600	G	96%	1%	2%	1%	1%	0%	F	0.103	F	0.584	5000	G	2003
		Combined Traffic:		NA								NA			NA			
36		Washington St	0.18	10000	G	97%	0%	1%	0%	1%	0%	F	0.092	F		11000	G	2003
		Combined Traffic:		21000	G	94%	1%	2%	1%	2%	0%	F	NA			23000	G	
Burch St																		

Virginia Department of Transportation
Mobility Management Division
2003
Annual Average Daily Traffic Volume Estimates By Section of Route
Dinwiddie Maintenance Area

Route	Length	AADT	QA	4Tire	Bus	-----Truck-----				QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail							
City of Petersburg																
36 Washington St	0.25	12000	G	From:	Burch St											
					92%	1%	2%	2%	3%	0%	C	0.094	F		12000	G
				Combined Traffic:	22000	G	92%	1%	2%	2%	3%	0%	C	NA		24000
				To:	SR 36 Wythe St; Amelia St											
Dinwiddie County																
40	4.90	1200	G	From:	Nottoway County Line											
				To:	26-644						F	0.087	F	0.535	1200	G
40	6.15	1100	A	From:	26-610						C	0.107	A	0.623	1100	A
				To:	WCL McKenney						F	0.084	F	0.561	1800	G
Town of McKenney																
40	0.34	1800	N	From:	WCL McKenney						N	0.084	N	0.561	1800	N
				To:	26-1002						F	0.084	F	0.560	3000	G
Dinwiddie County																
40	0.14	3000	N	From:	ECL McKenney						N	0.084	N	0.560	3000	N
				To:	I-85 East of McKenney						F	0.079	F	0.505	1800	G
40	0.56	1800	G	From:	26-692						C	0.112	A	0.541	1000	A
				To:	26-609						F	0.09	F	0.543	1300	G
40	2.04	1300	G	From:	26-619						F	0.091	F	0.549	1500	G
				To:	Sussex County Line											
North 85	2.38	12000	G	From:	Brunswick County Line											
					78%	1%	1%	0%	18%	1%	F	0.063	F		10000	G
				Combined Traffic:	24000	G	76%	1%	1%	0%	20%	1%	F	0.064	F	0.508
North 85	5.95	11000	G	From:	SR 40											
					82%	1%	1%	1%	15%	1%	F	0.066	F		10000	G
				Combined Traffic:	22000	G	81%	1%	1%	1%	15%	1%	F	0.071	F	0.538
North 85	4.88	11000	G	From:	26-650											
					82%	1%	1%	1%	15%	1%	F	0.062	F		10000	G
				Combined Traffic:	23000	G	81%	1%	1%	1%	15%	1%	F	0.069	F	0.559
North 85	8.81	13000	A	From:	26-703											
					82%	1%	1%	1%	15%	1%	C	0.13	A		12000	A
				Combined Traffic:	27000	A	81%	1%	1%	1%	15%	1%	C	0.114	A	0.554
North 85	1.48	20000	G	From:	US 460											
					82%	1%	1%	1%	15%	1%	F	0.081	F		18000	G
				Combined Traffic:	40000	G	81%	1%	1%	1%	15%	1%	F	0.075	F	0.614
North 85	1.18	25000	G	From:	US 1											
					82%	1%	1%	1%	15%	1%	F	0.089	F		23000	G
				Combined Traffic:	51000	G	81%	1%	1%	1%	15%	1%	F	0.076	F	0.602
				To:	SCL Petersburg											

Virginia Department of Transportation
Mobility Management Division
2003
Annual Average Daily Traffic Volume Estimates By Section of Route
Dinwiddie Maintenance Area

Route	Length	AADT	QA	4Tire	Bus	Truck				QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail							
City of Petersburg																
North 85				From:	SCL Petersburg											
	1.01	25000	G	82%	1%	1%	1%	15%	1%	F	0.089	F		23000	G	2003
	Combined Traffic:	51000	G	81%	1%	1%	1%	15%	1%	F	0.076	F	0.602	45000	G	
North 85				To:	Squirrel Level Road											
	2.57	32000	G	82%	1%	1%	1%	15%	1%	F	0.089	F		29000	G	2003
	Combined Traffic:	60000	G	81%	1%	1%	1%	15%	1%	F	NA			54000	G	
				To:	I-95											
Dinwiddie County																
South 85				From:	Brunswick County Line											
	2.78	12000	G	75%	1%	1%	0%	21%	1%	F	0.068	F		9800	G	2003
	Combined Traffic:	24000	G	76%	1%	1%	0%	20%	1%	F	NA			20000	G	
South 85				To:	SR 40											
	5.95	11000	G	81%	1%	1%	1%	16%	1%	F	0.076	F		9500	G	2003
	Combined Traffic:	22000	G	81%	1%	1%	1%	15%	1%	F	NA			20000	G	
South 85				To:	26-650											
	4.95	11000	G	81%	1%	1%	1%	16%	1%	F	0.075	F		10000	G	2003
	Combined Traffic:	23000	G	81%	1%	1%	1%	15%	1%	F	NA			20000	G	
South 85				To:	26-703											
	8.36	13000	A	81%	1%	1%	1%	16%	1%	C	0.116	A		12000	A	2003
	Combined Traffic:	27000	A	81%	1%	1%	1%	15%	1%	C	NA			24000	A	
South 85				To:	US 460											
	1.83	20000	G	81%	1%	1%	1%	16%	1%	F	0.091	F		17000	G	2003
	Combined Traffic:	40000	G	81%	1%	1%	1%	15%	1%	F	NA			36000	G	
South 85				To:	US 1											
	0.81	26000	G	81%	1%	1%	1%	16%	1%	F	0.09	F		23000	G	2003
	Combined Traffic:	51000	G	81%	1%	1%	1%	15%	1%	F	NA			45000	G	
				To:	SCL Petersburg											
City of Petersburg																
South 85				From:	SCL Petersburg											
	1.25	26000	G	81%	1%	1%	1%	16%	1%	F	0.09	F		23000	G	2003
	Combined Traffic:	51000	G	81%	1%	1%	1%	15%	1%	F	0.076	F	0.602	45000	G	
South 85				To:	Squirrel Level Road											
	2.72	28000	G	81%	1%	1%	1%	16%	1%	F	0.091	F		25000	G	2003
	Combined Traffic:	60000	G	81%	1%	1%	1%	15%	1%	F	NA			54000	G	
				To:	I-95											
North 95				From:	Rives Rd											
	1.15	13000	G	81%	1%	1%	1%	16%	0%	F	0.082	F		11000	G	2003
	Combined Traffic:	30000	G	82%	1%	1%	1%	15%	0%	F	NA			25000	G	
North 95				To:	Wagner Rd											
	2.79	20000	G	81%	1%	1%	1%	16%	0%	F	0.082	F		17000	G	2003
	Combined Traffic:	43000	G	82%	1%	1%	1%	15%	0%	F	NA			36000	G	
North 95				To:	US 460 West St											
	0.50	20000	N	81%	1%	1%	1%	16%	0%	N	0.082	N		17000	N	2003
	Combined Traffic:	43000	N	82%	1%	1%	1%	15%	0%	N	NA			36000	N	
North 95				To:	I-85											
	0.44	39000	G	89%	1%	1%	1%	8%	0%	F	0.078	F		39000	G	2003
	Combined Traffic:	75000	G	89%	1%	1%	1%	8%	0%	F	0.077	F	0.522	73000	G	
				To:	US 301 Bus US 460 Washington St											

Virginia Department of Transportation
Mobility Management Division
2003
Annual Average Daily Traffic Volume Estimates By Section of Route
Dinwiddie Maintenance Area

Route	Length	AADT	QA	4Tire	Bus	-----Truck-----				QC	K Factor	QK	Dir Factor	AAWDT	QW	Year	
						2Axle	3+Axle	1Trail	2Trail								
City of Petersburg																	
North 95	0.64	50000	G	From:	US 301, Bus US 460 Washington St					F	0.082	F		49000	G	2003	
				89%	1%	1%	1%	8%	0%								
				Combined Traffic:	93000	G	89%	1%	1%								1%
				To:	SCL Colonial Heights												
South 95	0.34	16000	G	From:	SCL Petersburg					F	0.08	F		13000	G	2003	
				83%	1%	1%	0%	14%	0%								
				Combined Traffic:	28000	G	82%	1%	1%								1%
				To:	Rives Rd												
South 95	1.22	17000	G	From:	Rives Rd					F	0.082	F		14000	G	2003	
				83%	1%	1%	0%	14%	0%								
				Combined Traffic:	30000	G	82%	1%	1%								1%
				To:	Wagner Rd												
South 95	2.29	23000	G	From:	Wagner Rd					F	0.082	F		19000	G	2003	
				83%	1%	1%	0%	14%	0%								
				Combined Traffic:	43000	G	82%	1%	1%								1%
				To:	US 460; US 301 Crater Rd; County Rd												
South 95	0.53	23000	N	From:	US 460; US 301 Crater Rd; County Rd					N	0.082	N		19000	N	2003	
				83%	1%	1%	0%	14%	0%								
				Combined Traffic:	43000	N	82%	1%	1%								1%
				To:	I-85												
South 95	0.66	35000	G	From:	I-85					F	0.077	F		34000	G	2003	
				89%	1%	1%	1%	8%	0%								
				Combined Traffic:	75000	G	89%	1%	1%								1%
				To:	US 301; US 460												
South 95	0.48	43000	G	From:	US 301; US 460					F	0.079	F		42000	G	2003	
				89%	1%	1%	1%	8%	0%								
				Combined Traffic:	93000	G	89%	1%	1%								1%
				To:	SCL Colonial Heights												
106	Courthouse Rd	0.10	7000	G	From:	US 460 County Rd					F	0.093	F	0.51	7600	G	2003
					95%	2%	1%	1%	2%	0%							
					To:	ECL Petersburg											
109	Hickory Hill Rd	0.88	8700	G	From:	US 460 County Rd					C	0.119	F	0.761	9400	G	2003
					98%	0%	1%	0%	0%	0%							
					To:	ECL Petersburg											
109	Hickory Hill Rd	0.03	8700	N	From:	ECL Petersburg					N	0.119	N	0.761	9400	N	2003
					98%	0%	1%	0%	0%	0%							
					To:	Dead End; Fort Lee Military Reservation, Mahone A											
Dinwiddie County																	
142	Simpson Rd	1.27	2500	G	From:	US 1 Boydton Plank Rd					C	0.109	F	0.502	2500	G	2003
					91%	0%	2%	2%	4%	0%							
					To:	WCL Petersburg											
City of Petersburg																	
142	Boydton Plank Rd	0.16	4000	G	From:	WCL Petersburg					F	0.102	F	0.579	4300	G	2003
					97%	1%	2%	0%	0%	0%							
					To:	Dupuy Rd											
142	Boydton Plank Rd	1.24	3500	G	From:	Dupuy Rd					C	0.1	F	0.611	3800	G	2003
					97%	1%	2%	0%	0%	0%							
					To:	Rt 604 Halifax Rd											
142	Halifax Rd	0.06	6200	G	From:	Rt 604 Halifax Rd					F	0.102	F	0.595	6700	G	2003
					97%	1%	2%	0%	0%	0%							
					To:	CSX RR											
Dinwiddie County																	
226	Cox Rd	3.38	4300	G	From:	US 460 Cox Rd					C	0.092	F	0.595	4600	G	2003
					94%	0%	2%	2%	1%	0%							
					To:	US 1 West of Petersburg											
City of Petersburg																	
301	Crater Rd	0.21	7600	F	From:	SCL Petersburg					C	0.092	F	0.653	8300	F	2003
					98%	0%	1%	0%	0%	0%							
					To:	Rives Rd											
301	Crater Rd	0.90	9200	G	From:	Rives Rd					C	0.096	F	0.586	10000	G	2003
					96%	1%	2%	0%	1%	0%							
					To:	Wagner Rd											

Virginia Department of Transportation
Mobility Management Division
2003
Annual Average Daily Traffic Volume Estimates By Section of Route
Dinwiddie Maintenance Area

Route	Length	AADT	QA	4Tire	Bus	Truck-----				QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail							
City of Petersburg																
301 Crater Rd	0.43	22000	G	From:	Wagner Rd				F	0.091	F	0.510	24000	G	2003	
				To:												
301 Crater Rd	0.87	22000	G	From:	Flank Rd				F	0.095	F	0.506	24000	G	2003	
				To:												
301 Crater Rd	0.26	16000	G	From:	ALT US 301 Sycamore St				C	0.088	F	0.504	18000	G	2003	
				To:												
301 Crater Rd	0.73	22000	G	From:	South Blvd				F	0.09	F	0.519	24000	G	2003	
				To:												
301 Crater Rd	0.09	11000	N	From:	I-95, Bus US 460				N	0.088	N	0.552	12000	N	2003	
				To:	I-95; Bus US 460 Par, Winfield Rd											
301 Crater Rd	0.98	11000	G	From:	Maintenance Jurisdiction Change				C	0.088	F	0.552	12000	G	2003	
				Combined Traffic:	NA											
301 Crater Rd	0.10	8100	G	From:	SR 36, Bus US 460 Wythe St				F	0.089	F	0.521	8800	G	2003	
				Combined Traffic:	NA											
301 Crater Rd	0.18	4600	G	From:	SR 36 Par, Bus US 460 Par, Washington St				F	0.103	F	0.584	5000	G	2003	
				Combined Traffic:	NA											
301 Crater Rd	0.14	3000	G	From:	US 301 Par, Bank St				C	0.102	F		3200	G	2003	
				Combined Traffic:	6700											
301 Bollingbrook St	0.23	3300	G	From:	Bollingbrook St				C	0.093	F		3500	G	2003	
				Combined Traffic:	6800											
301 Bollingbrook St	0.15	3600	G	From:	5th St				C	0.090	F		3900	G	2003	
				Combined Traffic:	6600											
301 Bollingbrook St	0.08	6700	G	From:	3rd St				F	0.103	F		7300	G	2003	
				Combined Traffic:	NA											
301 2nd Street	0.35	11000	G	From:	US 1 Par, 2nd St				F	NA			12000	G	2003	
				To:	N RT 1											
301 Bank St	0.24	3500	G	From:	SCL Colonial Heights				C	0.1	F		3800	G	2003	
				Combined Traffic:	6800											
301 Bank St	0.15	3000	G	From:	US 301 Crater St				C	NA			7300	G		
				Combined Traffic:	6800											
301 Bank St	0.15	3000	G	From:	5th St				F	0.099	F		3300	G	2003	
				Combined Traffic:	6600											
301 Bank St	0.09	4100	G	From:	3rd St				F	0.099	F		4500	G	2003	
				Combined Traffic:	11000											
301 2nd Street	0.06	3700	G	From:	ALT US 301 Par, 2nd St				F	0.103	F		4000	G	2003	
				Combined Traffic:	6700											
ALT 301 Sycamore St	0.30	8500	G	From:	ALT US 301 Par; Bank St				F	NA			7200	G		
				To:	US 1, US 301 Bollingbrook St											
ALT 301 Sycamore St	0.30	8500	G	From:	US 301 Crater Rd				F	0.094	F	0.524	9200	G	2003	
				To:	South Blvd											

Virginia Department of Transportation
Mobility Management Division
2003
Annual Average Daily Traffic Volume Estimates By Section of Route
Dinwiddie Maintenance Area

Route	Length	AADT	QA	4Tire	Bus	Truck				QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail							
City of Petersburg																
ALT 301 Sycamore St	0.95	6400	G	98%	0%	1%	0%	0%	0%	C	0.089	F	0.615	6900	G	2003
				From:	South Blvd											
ALT 301 Sycamore St	0.42	10000	G	98%	0%	1%	0%	0%	0%	F	0.086	F	0.628	11000	G	2003
				To:	North Blvd											
ALT 301 Sycamore St	0.56	12000	G	98%	0%	1%	0%	0%	0%	F	0.087	F	0.552	13000	G	2003
				From:	Graham Rd											
ALT 301 1 Wythe St	0.20	14000	G	95%	1%	2%	1%	1%	0%	F	0.089	F		15000	G	2003
				To:	US 1 Wythe St											
				From:	US 1											
Combined Traffic:				NA				NA				NA				
ALT 301 1 Jefferson St	0.07	3400	G	95%	1%	2%	1%	1%	0%	F	0.086	F	0.709	3700	G	2003
				To:	Bus US 460 Jefferson St											
				From:	Bus US 460 Wythe St											
Combined Traffic:				NA				NA				NA				
ALT 301 1 Jefferson St	0.21	890	G	95%	1%	2%	1%	1%	0%	F	0.108	F	0.813	960	G	2003
				To:	Functional Class Change											
				From:	Bus US 460 Par, Washington St											
Combined Traffic:				NA				NA				NA				
ALT 301 1 Henry St	0.05	560	G	95%	1%	2%	1%	1%	0%	F	0.129	F		610	G	2003
				To:	Henry St											
				From:	Jefferson St											
Combined Traffic:				NA				NA				NA				
ALT 301 1 3rd Street	0.05	1700	G	95%	1%	2%	1%	1%	0%	F	0.110	F		1800	G	2003
				To:	3rd St											
				From:	Henry St											
Combined Traffic:				NA				NA				NA				
ALT 301 1 3rd Street	0.05	2800	G	95%	1%	2%	1%	1%	0%	F	0.109	F		3100	G	2003
				To:	US 301 Par, Bank St											
				From:												
Combined Traffic:				NA				NA				NA				
ALT 301 301 Bollingbrook St	0.08	6700	G	95%	0%	2%	1%	1%	0%	F	0.103	F		7300	G	2003
				To:	US 301 Bollingbrook St											
				From:	US 1, ALT US 301 3rd St											
Combined Traffic:				NA				NA				NA				
				To:	US 301											
ALT 301 Sycamore St	0.09	7600	G	98%	0%	1%	1%	1%	0%	F	0.091	F	0.529	8200	G	2003
				From:	US 1 Wythe St											
				To:	Bus US 460 Washington St											
ALT Bus 301 460 Washington St	0.09	16000	G	94%	1%	3%	2%	1%	0%	F	0.085	F		17000	G	2003
				From:	Bus US 460 Par											
				From:												
Combined Traffic:				30000				G				32000				G
ALT 301 Adams St	0.06	5200	G	98%	0%	1%	1%	1%	0%	F	0.092	F	0.715	5600	G	2003
				To:	Bus US 460 Washington St											
ALT 301 Adams St	0.16	4700	G	98%	0%	1%	1%	1%	0%	F	0.095	F	0.757	5000	G	2003
				From:	Franklin St											
ALT 301 Henry St	0.04	3200	G	98%	0%	1%	1%	1%	0%	F	0.085	F		3400	G	2003
				To:	Henry St											
				From:	Adams St											
Combined Traffic:				NA				NA				NA				
ALT 301 Second St	0.05	2900	G	98%	0%	1%	1%	1%	0%	F	0.086	F		3100	G	2003
				To:	Second St											
				From:	Henry St											
				To:	US 301 P Bank St											
Dinwiddie County																
460	6.80	5300	G	86%	1%	1%	1%	11%	0%	F	0.076	F	0.52	5200	G	2003
				From:	Nottoway County Line											
				To:	26-625											

Virginia Department of Transportation
Mobility Management Division
2003
Annual Average Daily Traffic Volume Estimates By Section of Route
Dinwiddie Maintenance Area

Route	Length	AADT	QA	4Tire	Bus	Truck-----				QC	K Factor	QK	Dir Factor	AAWDT	QW	Year		
						2Axle	3+Axle	1Trail	2Trail									
Dinwiddie County																		
460		2.99	6200	G	From	26-625				F	NA			6200	G	2003		
					To	26-602												
460		2.32	6700	A	86%	1%	1%	1%	11%	0%	C	0.102	A	0.549	6600	A	2003	
460		3.29	6700	G	From	26-611				F	0.076	F	0.581	6600	G	2003		
					To	26-627												
460	New Cox Rd	2.36	7400	G	86%	1%	1%	1%	11%	0%	F	0.076	F	0.608	7400	G	2003	
460	Cox Rd	2.12	9300	G	From	26-628 Tranquility Lane				F	0.079	F	0.649	9200	G	2003		
					To	26-631 Claiborne Rd												
460	Cox Rd	0.25	11000	G	86%	1%	1%	1%	11%	0%	F	0.083	F	0.647	11000	G	2003	
460	Cox Road	2.00	12000	G	From	26-743 Hart Rd				F	0.084	F	0.655	12000	G	2003		
					To	W 26-632 Olgers Rd												
460	Cox Rd	0.61	16000	G	86%	1%	1%	1%	11%	0%	F	0.081	F	0.526	15000	G	2003	
460	Cox Rd	0.18	16000	G	From	E 26-632 Buttewood Rd				F	0.080	F	0.533	16000	G	2003		
					To	SR 226 Cox Rd												
460	Airport St	1.21	17000	G	86%	1%	1%	1%	11%	0%	F	0.075	F	0.568	17000	G	2003	
460 85		1.48			From	I 85 N				F	0.075	F	0.614	36000	G			
					To	See I-85 for directional traffic volume estimates for this segment.												
460 85	Combined Traffic:		40000	G	81%	1%	1%	15%	1%	F	0.075	F	0.614	36000	G			
460 85		1.18			From	US 1				F	0.076	F	0.602	45000	G			
					To	See I-85 for directional traffic volume estimates for this segment.												
460 85	Combined Traffic:		51000	G	81%	1%	1%	15%	1%	F	0.076	F	0.602	45000	G			
					To	SCL Petersburg												
City of Petersburg																		
460 85		1.01			From	SCL Petersburg				F	0.076	F	0.602	45000	G			
					To	See I-85 for directional traffic volume estimates for this segment.												
460 85	Combined Traffic:		51000	G	81%	1%	1%	15%	1%	F	0.076	F	0.602	45000	G			
460 85		2.57			From	Squirrel Level Road				F	NA			54000	G			
					To	See I-85 for directional traffic volume estimates for this segment.												
460 85	Combined Traffic:		60000	G	81%	1%	1%	15%	1%	F	NA			54000	G			
460		2.64	10000	A	From	I-85 S				C	0.097	A	0.624	11000	A	2003		
					To	Maintenance Jurisdiction Change												
460	County Dr	2.64	10000	A	86%	1%	2%	1%	10%	0%	C	0.097	A	0.624	11000	A	2003	
460	County Dr	0.34	12000	G	From	SR 106 Courthouse Rd				F	0.082	F	0.572	13000	G	2003		
					To	ECL Petersburg												
Dinwiddie County																		
Bus 460	Airport St	0.17	7000	G	From	I-85; US 460				C	0.081	F	0.589	7600	G	2003		
					To	US 1 Boydton Plank Rd												
Bus 460	1	Boydton Plank Rd	1.70	11000	G	94%	2%	2%	1%	1%	0%	F	0.092	F	0.598	11000	G	2003
Bus 460	1	Boydton Plank Rd	1.22	15000	G	From	I-85 SW of Petersburg				F	0.086	F	0.514	16000	G	2003	
						To	SR 226 Cox Rd											
Bus 460	1		0.45	14000	A	98%	0%	1%	1%	1%	0%	C	0.107	A	0.565	15000	A	2003
					To	WCL Petersburg												

Virginia Department of Transportation
Mobility Management Division
2003
Annual Average Daily Traffic Volume Estimates By Section of Route
Dinwiddie Maintenance Area

Route		Length	AADT	QA	4Tire	Bus	-----Truck-----				QC	K Factor	QK	Dir Factor	AAWDT	QW	Year	
							2Axle	3+Axle	1Trail	2Trail								
City of Petersburg																		
Bus 460	1	Washington St	0.40	13000	G	98%	0%	1%	1%	1%	0%	F	0.091	F	0.544	14000	G	2003
						From:	WCL Petersburg											
Bus 460	1	Washington St	0.18	13000	G	98%	0%	1%	1%	1%	0%	F	0.094	F	0.519	14000	G	2003
						To:	Summit St											
Bus 460	1	Washington St	0.57	15000	G	96%	1%	2%	1%	1%	0%	C	0.090	F	0.535	16000	G	2003
						From:	Elm St											
Bus 460	1	Wythe St	1.08	8400	G	95%	1%	2%	1%	1%	0%	C	0.085	F		9000	G	2003
						From:	US 1 Par, Wythe St											
							US 1 Par, Washington St; Battersea Lane											
Combined Traffic:			17000	G	95%	1%	2%	1%	1%	0%	F	NA			19000	G		
Bus 460	1	Wythe St	0.15	10000	G	95%	1%	2%	1%	1%	0%	F	0.087	F		11000	G	2003
						From:	Perry St											
Combined Traffic:			20000	G	95%	1%	2%	1%	1%	0%	F	NA			22000	G		
Bus 460	1	Wythe St	0.20	10000	G	95%	1%	2%	1%	1%	0%	F	0.093	F		11000	G	2003
						From:	SR 36 Market St											
Combined Traffic:			NA									NA			NA			
Bus 460	1	Wythe St	0.20	14000	G	95%	1%	2%	1%	1%	0%	F	0.089	F		15000	G	2003
						From:	ALT US 301 Sycamore St											
Combined Traffic:			NA									NA			NA			
Bus 460		Wythe St	0.20	16000	G	96%	1%	2%	0%	1%	0%	C	0.098	F		17000	G	2003
						From:	US 1 Jefferson St											
Combined Traffic:			32000	G	93%	1%	2%	2%	2%	0%	C	NA			35000	G		
Bus 460		Wythe St	0.30	10000	G	96%	1%	2%	0%	1%	0%	F	0.084	F		11000	G	2003
						From:	I-85, I-95											
Combined Traffic:			23000	G	94%	1%	2%	1%	2%	0%	F	NA			25000	G		
Bus 460	301	Crater Rd	0.96	11000	G	96%	1%	2%	1%	1%	0%	C	0.088	F	0.552	12000	G	2003
						From:	SR 36; US 301 Crater Rd											
Combined Traffic:			NA									NA			NA			
Bus 460	301	Crater Rd	0.09	11000	N	96%	1%	2%	1%	1%	0%	N	0.088	N	0.552	12000	N	2003
						From:	I-95; BUS US 460 Par, Winfield Rd											
						To:	US 301 Crater Rd											
Bus 460	1	Washington St	0.31	9100	G	96%	1%	2%	1%	1%	0%	F	0.093	F		9800	G	2003
						From:	US 1 Wythe St Battersea Lane											
Combined Traffic:			17000	G	95%	1%	2%	1%	1%	0%	F	NA			19000	G		
Bus 460	1	Washington St	0.40	9000	G	96%	1%	2%	1%	1%	0%	F	0.092	F		9700	G	2003
						From:	123-9025 West St											
Combined Traffic:			17000	G	95%	1%	2%	1%	1%	0%	F	NA			19000	G		
Bus 460	1	Washington St	0.27	10000	G	96%	1%	2%	1%	1%	0%	C	0.097	F		11000	G	2003
						From:	123-9029 South St											
Combined Traffic:			20000	G	95%	1%	2%	1%	1%	0%	F	NA			22000	G		
Bus 460	1	Washington St	0.24	10000	G	95%	1%	2%	1%	2%	0%	C	0.087	F		11000	G	2003
						From:	Guarantee St											
Combined Traffic:			20000	G	95%	1%	2%	1%	2%	0%	F	NA			22000	G		
Bus 460		Washington St	0.19	13000	G	94%	1%	3%	2%	1%	0%	C	0.087	F		14000	G	2003
						From:	US 1 Par, SR 36 Market St											
Combined Traffic:			23000	G	94%	1%	2%	1%	1%	0%	F	NA			25000	G		
						To:	ALT US 301 Par, Sycamore St											

Virginia Department of Transportation
Mobility Management Division
2003
Annual Average Daily Traffic Volume Estimates By Section of Route
Dinwiddie Maintenance Area

Route	Length	AADT	QA	4Tire	Bus	Truck-----				QC	K Factor	QK	Dir Factor	AAWDT	QW	Year		
						2Axle	3+Axle	1Trail	2Trail									
City of Petersburg																		
Bus 460	Washington St	0.09	16000	G	From: ALT US 301 Par, Sycamore St	94%	1%	3%	2%	1%	0%	F	0.085	F	17000	G	2003	
	Combined Traffic:	30000	G	94%	1%	2%	1%	1%	0%	F	NA			32000	G			
Bus 460	Washington St	0.10	15000	G	To: ALT US 301 Par, Adams St	94%	1%	3%	2%	1%	0%	F	0.082	F	16000	G	2003	
	Combined Traffic:	30000	G	94%	1%	2%	1%	1%	0%	F	NA			32000	G			
Bus 460	Washington St	0.24	17000	G	To: US 1 Jefferson St	90%	1%	2%	4%	4%	0%	C	0.079	F	18000	G	2003	
	Combined Traffic:	32000	G	93%	1%	2%	2%	2%	0%	C	NA			35000	G			
Bus 460	Washington St	0.24	13000	G	To: I-95	93%	1%	2%	2%	2%	0%	C	0.089	F	14000	G	2003	
	Combined Traffic:	23000	G	94%	1%	2%	1%	2%	0%	F	NA			25000	G			
Bus 460 301	Crater Rd	0.10	8100	G	To: US 301 Crater Rd	96%	1%	2%	1%	1%	0%	F	0.089	F	0.521	8800	G	2003
	Combined Traffic:	NA									NA			NA				
Bus 460 301	Crater Rd	0.96	11000	G	To: SR 36, BUS US 460 Wythe St	96%	1%	2%	1%	1%	0%	C	0.088	F	0.552	12000	G	2003
	Combined Traffic:	NA									NA			NA				
Bus 460	Winfield Rd	0.43	1800	G	To: I-95; BUS US 460 Par, Winfield Rd US 301 Crater Rd	94%	1%	2%	1%	2%	0%	C	0.095	F	0.971	1900	G	2003
	Combined Traffic:	NA									NA			NA				
Bus 460	Winfield Rd	0.09	1800	G	To: State Maintenance Boundary	94%	1%	2%	1%	2%	0%	C	0.095	F	0.971	1900	G	2003
	Combined Traffic:	NA									NA			NA				
					To: US 460 County Rd													
Dinwiddie County																		
600	Ferndale Rd	0.88	11000	G	From: SR 226 Cox Rd	96%	0%	2%	1%	1%	0%	C	0.096	F	0.564	12000	G	2003
600		0.53	7700	G	To: 26-601 River Rd	96%	0%	2%	1%	1%	0%	F	0.098	F	0.512	8300	G	2003
					To: Chesterfield County Line; 20-600													
601	River Road	0.52	720	G	From: 26-708 Namozine Rd	96%	0%	2%	0%	1%	0%	F	0.124	F	0.63	780	G	2003
601	River Rd	3.25	1600	G	To: 26-743 Hart Rd	96%	0%	2%	0%	1%	0%	F	0.111	F	0.670	1800	G	2003
601	River Rd	1.92	3600	G	To: 26-718 Henshaw Dr	96%	0%	2%	0%	1%	0%	C	0.101	F	0.62	3900	G	2003
					To: 26-600 River Rd													
602		0.20	90	R	From: US 460 W; 26-622							NA			NA		09/26/2002	
					To: US 460 EAST													
603	Weakley Rd	0.50	1500	R	From: 26-672 Church Rd							NA			NA		08/15/2002	
					To: SR 142 Simpson Rd; 26-1320; Gap													
603	Sterling Rd	0.23	1700	G	From: US 1; US 460; Gap	96%	1%	2%	0%	1%	0%	F	0.105	F	0.537	1800	G	2003
603	Sterling Rd	0.68	1600	G	To: 26-1362 Oak Ct	96%	1%	2%	0%	1%	0%	C	0.098	F	0.605	1800	G	2003
603	Sterling Rd	0.23	1500	G	To: 26-1319 Short St	96%	1%	2%	0%	1%	0%	F	0.094	F	0.613	1600	G	2003
					To: 26-1315 Del Keith Rd													

Virginia Department of Transportation
Mobility Management Division
2003
Annual Average Daily Traffic Volume Estimates By Section of Route
Dinwiddie Maintenance Area

Route	Length	AADT	QA	4Tire	Bus	-----Truck-----				QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail							
Dinwiddie County																
(603) Sterling Rd	0.04	1500	G	From:	26-1315 Del Keith Rd				F	0.097	F	0.576	1600	G	2003	
				To:	SR 226 Cox Rd											
(604) Halifax Rd	1.87	590	G	From:	Prince George County Line				F	0.076	F	0.516	590	G	2003	
				To:	26-605 SOUTH											
(604) Halifax Rd	2.96	1100	G	From:	26-605 S; Ellington Rd				F	0.095	F	0.645	1100	G	2003	
				To:	26-607 Butler Branch Rd											
(604) Halifax Rd	1.77	1500	G	From:	26-607 Butler Branch Rd				F	0.085	F	0.568	1500	G	2003	
				To:	1.77 MN 26-607											
(604) Halifax Rd	0.60	1500	G	From:	26-607 Butler Branch Rd				F	0.08	F	0.799	1600	G	2003	
				To:	26-677 Carson Rd											
(604) Halifax Rd	0.63	2000	G	From:	26-677 Carson Rd				C	0.099	F	0.53	2100	G	2003	
				To:	SCL Petersburg											
(605) Hunnicut Rd	2.53	620	R	From:	US 1 Boydton Plank Rd					NA			NA		08/13/2002	
				To:	26-660 E; Quaker Rd											
(605) Old Vaughan Rd	3.20	390	R	From:	26-660 E; Quaker Rd					NA			NA		08/13/2002	
				To:	26-670 W; Old Stage Rd											
(605)	0.08	930	G	From:	26-670 W; Old Stage Rd				C	0.091	F	0.565	930	G	2003	
				To:	26-670 E; Duncan Rd											
(605) Old Stage Rd	0.50	630	R	From:	26-670 E; Duncan Rd					NA			NA		08/13/2002	
				To:	26-669 Old Stage Rd											
(605) Monks Neck Rd	4.49	260	R	From:	26-669 Old Stage Rd					NA			NA		08/13/2002	
				To:	26-604 N; Halifax Rd											
(605) Ellington Rd	1.40	230	R	From:	26-604 S; Halifax Rd					NA			NA		08/13/2002	
				To:	Prince George County Line											
(606) Reams Dr	2.00	290	R	From:	26-669 Old Stage Rd					NA			NA		08/13/2002	
				To:	26-604 S; Halifax Rd											
(606) Oak Grove Rd	1.40	320	R	From:	26-604 N; Halifax Rd					NA			NA		08/13/2002	
				To:	Prince George County Line											
(607) Butler Branch Rd	1.50	250	R	From:	26-604 Halifax Rd					NA			NA		08/13/2002	
				To:	Prince George County Line											
(608)	0.46	130	R	From:	US 460					NA			NA		09/26/2002	
				To:	26-622											
(609)	0.80	190	R	From:	Brunswick County Line					NA			NA		10/03/2002	
				To:	26-687											
(609)	3.40	160	R	From:	26-687					NA			NA		10/03/2002	
				To:	26-616											
(609)	0.70	190	R	From:	12-616					NA			NA		10/03/2002	
				To:	SR 40											
(609)	2.30	130	R	From:	SR 40					NA			NA		10/03/2002	
				To:	26-619 SOUTH											
(609)	1.60	100	R	From:	26-619 NORTH					NA			NA		10/03/2002	
				To:	26-664											
(609)	2.90	340	R	From:	26-664					NA			NA		1995	
				To:	26-626 Flatfoot Rd											

Virginia Department of Transportation
Mobility Management Division
2003
Annual Average Daily Traffic Volume Estimates By Section of Route
Dinwiddie Maintenance Area

Route	Length	AADT	QA	4Tire	Bus	-----Truck-----				QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail							
Dinwiddie County																
(609)	2.20	370	G	From:	26-626 Flatfoot Rd				C	0.099	F	0.583	360	G	2003	
				To:	26-670											
(610)	1.40	170	G	From:	Brunswick County Line				C	0.126	F	0.632	170	G	2003	
				To:	SR 40											
(610)	Old White Oak Rd	0.50	190	G	From:	SR 40				F	0.157	F	0.686	190	G	2003
					To:	26-650 Lew Jones Rd										
(610)	0.20	220	R	From:	26-650					NA			NA		10/03/2002	
				To:	26-701											
(610)	2.40	180	R	From:	26-701					NA			NA		10/03/2002	
				To:	26-651											
(610)	1.40	100	R	From:	26-651					NA			NA		10/03/2002	
				To:	26-644											
(610)	1.20	300	R	From:	26-644					NA			NA		10/03/2002	
				To:	26-645											
(610)	2.30	220	R	From:	26-645					NA			NA		10/03/2002	
				To:	26-622											
(610)	0.90	210	R	From:	26-622					NA			NA		10/03/2002	
				To:	26-613											
(611)	Wilkinson Rd	3.44	480	G	From:	26-627 Courthouse Rd				C	0.085	F	0.571	480	G	2003
					To:	26-645										
(611)	1.82	160	G	From:	26-645				F	0.129	F	0.571	160	G	2003	
				To:	26-613											
(611)	3.25	180	G	From:	26-613				F	0.114	F	0.55	180	G	2003	
				To:	US 460											
(611)	0.15	1100	R	From:	US 460					NA			NA		10/03/2002	
				To:	26-751 S; 26-752											
(611)	0.92	920	R	From:	26-751 N; 26-716					NA			NA		10/03/2002	
				To:	26-731											
(611)	0.79	380	R	From:	26-731					NA			NA		10/03/2002	
				To:	26-723											
(611)	0.99	280	R	From:	26-723					NA			NA		10/03/2002	
				To:	26-624											
(611)	3.08	390	R	From:	26-624					NA			NA		10/03/2002	
				To:	26-708 EAST											
(611)	0.36	260	R	From:	26-708 WEST					NA			NA		10/03/2002	
				To:	26-747											
(611)	1.45	200	R	From:	26-747					NA			NA		10/03/2002	
				To:	26-623											
(612)	Harpers Bridge Rd	0.10	230	G	From:	Brunswick County Line				F	0.105	F	0.694	230	G	2003
					To:	26-638										
(612)	0.77	370	G	From:	26-638				C	0.131	F	0.667	370	G	2003	
				To:	SR 40											
(613)	1.12	190	R	From:	Brunswick County Line					NA			NA		10/04/2002	
				To:	26-638											
(613)	1.92	200	R	From:	26-638					NA			NA		10/04/2002	
				To:	26-651											

Virginia Department of Transportation
Mobility Management Division
2003
Annual Average Daily Traffic Volume Estimates By Section of Route
Dinwiddie Maintenance Area

Route	Length	AADT	QA	4Tire	Bus	-----Truck-----				QC	K Factor	QK	Dir Factor	AAWDT	QW	Year		
						2Axle	3+Axle	1Trail	2Trail									
Dinwiddie County																		
613	1.82	160	R	From:	26-651					NA				NA	10/04/2002			
				To:	SR 40 WEST													
613	7.37	220	G	From:	95%	0%	4%	0%	1%	0%	C	0.173	F	0.814	220	G	2003	
				To:	SR 40 EAST													
613	0.93	290	G	From:	95%	0%	4%	0%	1%	0%	F	0.125	F	0.639	290	G	2003	
				To:	26-622													
613	1.13	290	R	From:	26-646					NA				NA	10/04/2002			
				To:	26-624 WEST													
613	1.93	440	R	From:	26-611 Wilkinson Rd					NA				NA	10/04/2002			
				To:	26-627; 26-645													
613	White Oak Rd	1.38	360	R	From:	26-628 Tranquility Lane					NA				NA	10/04/2002		
					To:	26-661 Boisseau Rd												
613	White Oak Rd	1.26	590	R	From:	26-631 Claiborne Rd					NA				NA	10/04/2002		
					To:	US 1 N; Boydton Plank Rd												
613	White Oak Rd	1.77	1400	G	From:	95%	0%	4%	0%	1%	0%	F	0.111	F	0.516	1400	G	2003
					To:	US 1 S; Boydton Plank Rd												
613	Dabney Mill Rd	1.70	790	G	From:	95%	2%	3%	1%	0%	0%	C	0.103	F	0.726	790	G	2003
					To:	26-758 Steers Rd												
613	Dabney Mill Rd	1.22	380	G	From:	95%	2%	3%	1%	0%	0%	F	0.129	F	0.68	380	G	2003
					To:	26-670 WEST; Duncan Rd												
613	Dabney Mill Rd	0.51	460	G	From:	95%	2%	3%	1%	0%	0%	F	0.101	F	0.576	460	G	2003
					To:	26-670 WEST												
613	Squirrel Level Rd	1.43	250	G	From:	95%	2%	3%	1%	0%	0%	F	0.119	F	0.533	250	G	2003
					To:	26-670 EAST												
613	Squirrel Level Rd	0.86	370	G	From:	95%	2%	3%	1%	0%	0%	F	0.098	F	0.541	370	G	2003
					To:	26-742 Plantation Rd												
613	Squirrel Level Rd	1.39	960	G	From:	95%	2%	3%	1%	0%	0%	F	0.099	F	0.697	960	G	2003
					To:	26-1120 Tanglewood Rd												
613	Squirrel Level Rd	0.43	1100	G	From:	95%	2%	3%	1%	0%	0%	F	0.099	F	0.647	1100	G	2003
					To:	26-741 Fort Emery Rd												
613	Squirrel Level Rd	0.56	820	G	From:	95%	2%	3%	1%	0%	0%	F	0.094	F	0.601	820	G	2003
					To:	26-672 Church Rd												
613	Squirrel Level Rd	1.03	870	G	From:	95%	2%	3%	1%	0%	0%	F	0.112	F	0.533	870	G	2003
					To:	26-676 Flank Rd												
614	1.23	240	R	From:	SCL Petersburg													
				To:	SR 40 WEST					NA				NA	08/14/2002			
614	0.30	240	R	From:	WCL McKenney					NA				NA	08/14/2002			
				To:	WCL McKenney													
Town of McKenney																		
614	0.30	240	R	From:	WCL McKenney					NA				NA	08/14/2002			
				To:	SR 40 EAST													
Dinwiddie County																		
615	0.41	20	R	From:	Dead End					NA				NA	08/14/2002			
				To:	0.41 M FRM Dead End													
615	Blue Tartan Rd	0.91	120	R	From:	FR-81					NA				NA	08/14/2002		
					To:													

Virginia Department of Transportation
Mobility Management Division
2003
Annual Average Daily Traffic Volume Estimates By Section of Route
Dinwiddie Maintenance Area

Route	Length	AADT	QA	4Tire	Bus	Truck-----				QC	K Factor	QK	Dir Factor	AAWDT	QW	Year	
						2Axle	3+Axle	1Trail	2Trail								
Dinwiddie County																	
616	2.20	80	R	From:	Sussex County Line						NA		NA	10/04/2002			
				To:													
616	1.90	70	R	From:	26-617						NA		NA	10/04/2002			
				To:	26-609												
617	1.50	430	R	From:	26-616						NA		NA	10/04/2002			
				To:	26-619 WEST												
617	1.70	340	R	From:	26-619 EAST						NA		NA	10/04/2002			
				To:	26-665												
618	Halligan Park Rd	1.20	290	R	From:	Sussex County Line						NA		NA	10/04/2002		
					To:	26-666 Baugh Rd											
618	Halligan Park Rd	2.82	590	R	From:							NA		NA	10/04/2002		
					To:	26-703 Carson Rd											
619		3.59	450	G	95%	1%	2%	1%	1%	0%	F	0.121	F	0.582	450	G	2003
					From:	SR 40											
619	Courthouse Rd	7.13	470	G	95%	1%	2%	1%	1%	0%	F	0.081	F	0.825	470	G	2003
					To:	26-650 Hawkins Church Rd											
619	Courthouse Rd	0.85	1200	G	95%	1%	2%	1%	1%	0%	F	0.105	F	0.630	1200	G	2003
					From:	26-626 Flatfoot Rd											
619	Courthouse Rd	1.06	1100	G	95%	1%	2%	1%	1%	0%	F	0.107	F	0.631	1200	G	2003
					To:	26-679 Lundys Rd											
619	Courthouse Rd	0.25	1500	G	95%	1%	2%	1%	1%	0%	F	0.103	F	0.666	1500	G	2003
					From:	26-1414 Bishop Rd											
619	Courthouse Rd	0.59	1500	G	95%	1%	2%	1%	1%	0%	C	0.100	F	0.628	1500	G	2003
					To:	US 1											
620		1.20	80	R	From:	26-639						NA		NA	10/04/2002		
					To:	26-642 WEST											
620		1.80	430	R	From:	26-642 EAST						NA		NA	10/04/2002		
					To:	US 460 WEST											
620		1.90	40	R	From:	US 460 EAST						NA		NA	10/04/2002		
					To:	Dead End											
621		1.60	280	R	From:	US 460						NA		NA	1999		
					To:	1.60 MN US 460											
621		0.40	410	R	From:							NA		NA	09/26/2002		
					To:	Dead End											
622		1.60	60	R	From:	26-650						NA		NA	10/04/2002		
					To:	26-647 Nash Rd											
622		3.70	60	R	From:							NA		NA	10/04/2002		
					To:	26-610 Old White Oak Rd											
622		0.80	90	R	From:	26-613 WEST						NA		NA	10/04/2002		
					To:	26-613 EAST											
622		3.50	790	G	96%	0%	3%	1%	1%	0%	C	0.095	F	0.627	790	G	2003
					From:	US 460; 26-602											
622		1.66	330	R	From:							NA		NA	10/04/2002		
					To:	26-694											

Virginia Department of Transportation
Mobility Management Division
2003
Annual Average Daily Traffic Volume Estimates By Section of Route
Dinwiddie Maintenance Area

Route	Length	AADT	QA	4Tire	Bus	Truck				QC	K Factor	QK	Dir Factor	AAWDT	QW	Year	
						2Axle	3+Axle	1Trail	2Trail								
Dinwiddie County																	
(622)	2.10	980	R	From:	26-694						NA			NA		10/04/2002	
				To:	Amelia County Line												
(623)	2.00	450	R	From:	Amelia County Line						NA			NA		10/04/2002	
				To:	26-611 Wilkinson Rd												
(623)	Sutherland Rd	3.28	760	R	From:	26-750 Oxford Rd						NA			NA		10/04/2002
(623)	Sutherland Rd	0.62	1600	R	From:	26-708 Namozine Rd						NA			NA		10/04/2002
					To:	26-760 Southerland Ave											
(623)	Station Rd	0.42	430	R	From:	26-760 Southerland Ave						NA			NA		10/04/2002
					To:	US 460 Cox Rd											
(624)		2.60	180	R	From:	26-645					F	0.119	F	0.712	190	G	2003
					To:	26-613 WEST											
(624)		3.80	590	R	From:	26-613 EAST					F	0.094	F	0.855	440	G	2003
					To:	US 460; FR-806											
(624)		6.00	500	R	From:	26-611 Wilkinson Rd					C	0.100	F	0.604	1100	G	2003
					To:	US 460											
(625)		3.52	340	R	From:	SR 40						NA			NA		10/04/2002
					To:	26-609 Old Stage Rd											
(626)	Flatfoot Rd	5.67	190	G	96%	1%	2%	1%	1%	0%	F	0.119	F	0.712	190	G	2003
(626)	Flatfoot Rd	4.09	440	G	96%	1%	2%	1%	1%	0%	F	0.094	F	0.855	440	G	2003
					To:	26-1410 Allen Dr											
(626)	Flatfoot Rd	0.43	1100	G	96%	1%	2%	1%	1%	0%	C	0.100	F	0.604	1100	G	2003
					To:	26-619 Courthouse Rd											
(627)	Courthouse Rd	0.90	2500	G	93%	2%	3%	0%	2%	0%	C	0.147	F	0.588	2600	G	2003
					To:	26-611 Wilkinson Rd											
(627)	Courthouse Rd	1.40	2100	G	93%	2%	3%	0%	2%	0%	F	0.168	F	0.714	2100	G	2003
					To:	26-661 Boisseau Rd											
(627)	Courthouse Rd	2.81	1300	R	From:	26-613; 26-645						NA			NA		10/04/2002
					To:	US 460											
(627)		2.61	1100	R	From:	26-751 EAST						NA			NA		10/04/2002
					To:	26-751 WEST											
(627)		0.80	540	R	From:	26-611 Wilkinson Rd						NA			NA		10/04/2002
					To:	Dead End											
(628)	Tranquility Lane	0.33	70	R	From:	26-613 White Oak Rd						NA			NA		09/26/2002
					To:	26-689 Bobcat Rd											
(628)	Tranquility Lane	3.10	60	R	From:	26-756 Slates Rd						NA			NA		09/26/2002
					To:	US 460 New Cox Rd											

Virginia Department of Transportation
Mobility Management Division
2003
Annual Average Daily Traffic Volume Estimates By Section of Route
Dinwiddie Maintenance Area

Route	Length	AADT	QA	4Tire	Bus	Truck				QC	K Factor	QK	Dir Factor	AAWDT	QW	Year	
						2Axle	3+Axle	1Trail	2Trail								
Dinwiddie County																	
628 Tranquility Lane	0.09	1300	R	From:	US 460 New Cox Rd					NA			NA		09/26/2002		
				To:	26-751 Cox Rd												
629	0.93	260	R	From:	26-627 Courthouse Rd					NA			NA		09/26/2002		
				To:	26-689												
629	0.25	20	R	From:	26-689					NA			NA		09/26/2002		
				To:	Dead End												
630	0.30	330	R	From:	Sussex County Line					NA			NA		09/26/2002		
				To:	SR 40												
631 Claiborne Rd	2.70	780	R	From:	26-613 White Oak Rd					NA			NA		08/14/2002		
				To:	26-690 Harris Rd												
631 Claiborne Rd	0.80	1100	R	From:	26-690 Harris Rd					NA			NA		08/14/2002		
				To:	US 460; 26-708												
632 Butterwood Rd	3.00	420	R	From:	26-631 Claiborne Rd					NA			NA		08/14/2002		
				To:	US 460 EAST												
632 Olgers Dr	1.20	1700	G	From:	US 460 WEST				C	0.096	F	0.633	1800	G	2003		
				To:	94%	1%	3%	1%								2%	0%
633	0.50	120	R	From:	26-601 River Rd					NA			NA		08/14/2002		
				To:	SR 226 WEST												
634	0.25	280	R	From:	SR 226 EAST					NA			NA		08/14/2002		
				To:	US 1												
635	0.40	190	R	From:	Dead End					NA			NA		10/05/2002		
				To:	SR 40												
636 Rocky Branch Rd	0.27	80	R	From:	Dead End					NA			NA		08/14/2002		
				To:	US 460 Cox Rd												
637	0.49	130	R	From:	26-645					NA			NA		10/04/2002		
				To:	Dead End												
638	2.00	260	R	From:	26-613					NA			NA		10/04/2002		
				To:	26-702												
638	1.20	240	R	From:	26-702					NA			NA		10/04/2002		
				To:	26-612 Harpers Bridge Rd												
639	0.90	280	R	From:	Nottoway County Line					NA			NA		10/04/2002		
				To:	US 460 WEST												
639	1.98	310	R	From:	US 460 EAST					NA			NA		10/04/2002		
				To:	26-642 WEST												
639	0.20	250	G	From:	91%	0%	6%	1%	2%	0%	C	0.106	F	0.539	250	G	2003
				To:	26; 642 EAST												
639	1.60	260	R	From:	26-642 EAST					NA			NA		10/04/2002		
				To:	26-620												
639	1.40	310	R	From:	26-620					NA			NA		10/04/2002		
				To:	26-613												

Virginia Department of Transportation
Mobility Management Division
2003
Annual Average Daily Traffic Volume Estimates By Section of Route
Dinwiddie Maintenance Area

Route	Length	AADT	QA	4Tire	Bus	-----Truck-----				QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail							
Dinwiddie County																
(640)	1.40	190	R	From:	US 460					NA				NA	10/04/2002	
				To:	Nottoway County Line											
(641) Airport Rd	0.55	190	R	From:	US 1 Boydton Plank Rd					NA				NA	08/14/2002	
				To:	Dead End											
(642)	1.82	350	G	88%	0%	4%	1%	6%	0%	C	0.089	F	0.546	350	G	2003
(642)	0.60	210	G	From:	26-643					F	0.107	F	0.633	210	G	2003
				To:	26-639 WEST											
(642)	2.00	170	G	From:	26-639 EAST					F	0.116	F	0.522	170	G	2003
				To:	26-620 EAST											
(642)	2.40	150	G	88%	0%	4%	1%	6%	0%	F	0.134	F	0.6	150	G	2003
(642)	1.52	90	R	From:	26-613					NA				NA	10/04/2002	
				To:	1.52 ME 26-613											
(642)	0.83	70	R	From:	26-644					NA				NA	1999	
				To:	26-644											
(643)	3.20	290	R	From:	SR 40					NA				NA	10/04/2002	
				To:	26-642											
Town of McKenney																
(644)	0.20	650	G	From:	SR 40					F	0.116	F	0.520	650	G	2003
				To:	NCL McKenny											
Dinwiddie County																
(644)	1.92	560	G	From:	NCL McKenny					C	0.112	F	0.636	570	G	2003
				To:	26-650											
(644)	2.50	400	R	From:	26-610 Old White Oak Rd					NA				NA	10/04/2002	
				To:	26-642											
(644)	2.50	110	R	From:	SR 40					NA				NA	10/04/2002	
				To:	26-610 Old White Oak Rd											
(645)	1.40	100	R	From:	26-622					NA				NA	10/04/2002	
				To:	26-646 WEST											
(645)	1.80	360	R	From:	26-646 EAST					NA				NA	10/04/2002	
				To:	26-738											
(645)	0.70	360	R	From:	26-637					NA				NA	10/04/2002	
				To:	26-715											
(645)	1.10	390	R	From:	26-611 Wilkinson Rd					NA				NA	10/04/2002	
				To:	26-613; 26-627											

Virginia Department of Transportation
Mobility Management Division
2003
Annual Average Daily Traffic Volume Estimates By Section of Route
Dinwiddie Maintenance Area

Route	Length	AADT	QA	4Tire	Bus	-----Truck-----				QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail							
Dinwiddie County																
(646)	6.00	280	G	From:	US 1				C	0.150	F	0.525	280	G	2003	
				To:	26-613											
(647)	1.00	60	R	From:	26-622					NA			NA		10/04/2002	
				To:	26-648											
(647)	1.60	120	R	From:	26-646 SOUTH					NA			NA		10/04/2002	
				To:	26-646 NORTH											
(647)	2.24	260	R	From:						NA			NA		10/04/2002	
				To:	26-738											
(647)	1.92	660	R	From:	26-656					NA			NA		10/04/2002	
				To:	26-656 Gatewood Rd											
(647) Nash Rd	0.94	780	R	From:						NA			NA		10/04/2002	
				To:	US 1											
(648)	1.50	140	R	From:	26-650					NA			NA		10/04/2002	
				To:	26-647 Nash Rd											
(649)	0.50	40	R	From:	US 1					NA			NA		10/04/2002	
				To:	26-650											
(650)	1.60	60	G	From:	26-610 Old White Oak Rd				F	0.161	F	0.556	60	G	2003	
				To:	26-651 WEST Mason Church Rd											
(650)	1.10	300	G	From:	26-651 WEST				F	0.117	F	0.618	310	G	2003	
				To:	26-644											
(650)	1.60	410	G	From:	26-622				F	0.106	F	0.716	410	G	2003	
				To:	26-648											
(650)	0.80	410	G	From:	26-648				F	0.106	F	0.642	410	G	2003	
				To:	US 1 South											
(650)	2.50	490	G	From:	US 1 North				C	0.150	F	0.855	490	G	2003	
				To:	26-709											
(650)	0.15	1300	G	From:	26-709				F	0.084	F	0.606	1300	G	2003	
				To:	I-85 RAMP											
(650)	1.43	350	G	From:	26-656 West				C	0.113	F	0.564	350	G	2003	
				To:	26-619 Courthouse Rd											
(650)	2.20	230	G	From:	26-613				F	0.117	F	0.667	230	G	2003	
				To:												
(651)	2.40	210	R	From:						NA			NA		08/27/2002	
				To:	SR 40 WEST											
(651)	1.80	240	R	From:						NA			NA		1995	
				To:	26-610 Old White Oak Rd											
(651)	2.25	210	R	From:						NA			NA		08/27/2002	
				To:	26-650 WEST											
(651)	1.58	420	R	From:	26-650 EAST					NA			NA		08/27/2002	
				To:	SR 40 EAST											
(651)	1.27	200	R	From:						NA			NA		08/27/2002	
				To:	Dead End											

Virginia Department of Transportation
Mobility Management Division
2003
Annual Average Daily Traffic Volume Estimates By Section of Route
Dinwiddie Maintenance Area

Route	Length	AADT	QA	4Tire	Bus	-----Truck-----				QC	K Factor	QK	Dir Factor	AAWDT	QW	Year	
						2Axle	3+Axle	1Trail	2Trail								
Dinwiddie County																	
652	1.56	350	R	From:	26-644						NA			NA		08/27/2002	
				To:	US 1												
653	0.16	210	R	From:	26-703 Carson Rd						NA			NA		10/04/2002	
				To:	Dead End												
654	3.02	390	R	From:	26-687 SOUTH						NA			NA		10/04/2002	
				To:	26-687 NORTH												
654	0.20	120	R	From:							NA			NA		10/04/2002	
				To:	SR 40												
655	0.58	90	R	From:	Dead End						NA			NA		10/04/2002	
				To:	US 1												
656	1.20	90	R	From:	26-709						NA			NA		10/04/2002	
				To:	26-658												
656	Eppes Rd	1.20	280	R	From:							NA			NA		10/04/2002
					To:	26-650 W; Hamilton Arms Rd											
656	Gatewood Rd	2.55	490	R	From:	26-650 E; Hawkins Church Rd						NA			NA		10/04/2002
					To:	US 1 SOUTH											
656	Gatewood Rd	0.90	120	R	From:	US 1 NORTH						NA			NA		10/04/2002
					To:	26-647 Nash Rd											
657		2.10	380	R	From:	US 1						NA			NA		10/04/2002
					To:	26-647 Nash Rd											
658		1.61	320	R	From:	26-709						NA			NA		10/04/2002
					To:	26-656											
658		2.70	110	R	From:							NA			NA		10/04/2002
					To:	26-619 Courthouse Rd											
659		0.90	230	R	From:	26-665						NA			NA		10/04/2002
					To:	SR 40											
659		1.50	260	R	From:							NA			NA		10/04/2002
					To:	26-736											
659		1.40	240	R	From:							NA			NA		10/04/2002
					To:	26-619 Courthouse Rd											
660	Hardiways Mill Rd	1.89	1100	R	From:	26-619 Courthouse Rd						NA			NA		08/15/2002
					To:	26-703 Carson Rd											
660	Old Vaughan Rd	1.20	390	R	From:							NA			NA		08/15/2002
					To:	26-605 WEST											
660	Quaker Rd	2.40	420	R	From:	26-605 EAST						NA			NA		08/15/2002
					To:	26-704 Blackwell Rd											
660	Quaker Rd	1.20	660	R	From:							NA			NA		08/15/2002
					To:	US 1 Boydton Plank Rd											
661	Boisseau Rd	2.40	640	G	From:	26-627 Courthouse Rd					C	0.181	F	0.591	640	G	2003
					To:	26-613 White Oak Rd											
662		1.20	60	R	From:	26-617						NA			NA		10/04/2002
					To:	26-619 Courthouse Rd											

Virginia Department of Transportation
Mobility Management Division
2003
Annual Average Daily Traffic Volume Estimates By Section of Route
Dinwiddie Maintenance Area

Route	Length	AADT	QA	4Tire	Bus	-----Truck-----				QC	K Factor	QK	Dir Factor	AAWDT	QW	Year	
						2Axle	3+Axle	1Trail	2Trail								
Dinwiddie County																	
(663)	1.20	40	R	From	26-659						NA		NA		10/04/2002		
				To	26-665												
(664)	1.20	20	R	From	Dead End						NA		NA		10/04/2002		
				To	26-609												
(665)	0.70	210	R	From	Sussex County Line						NA		NA		10/15/2002		
				To	26-617												
(665)	2.35	490	R	From							NA		NA		10/15/2002		
				To	SR 40												
(665)	1.44	520	R	From							NA		NA		10/15/2002		
				To	26-728												
(665)	2.76	230	R	From							NA		NA		10/15/2002		
				To	26-626 Flatfoot Rd												
(665)	0.70	360	R	From							NA		NA		10/15/2002		
				To	26-681												
(665)	0.40	40	R	From							NA		NA		10/15/2002		
				To	Dead End												
(666)	Baugh Rd	1.20	60	R	From	26-626 Flatfoot Rd						NA		NA		10/15/2002	
					To	26-670 Shady Lane											
(666)	Baugh Rd	4.20	260	R	From							NA		NA		10/15/2002	
					To	26-618 Halligan Park Rd											
(667)	Malones Rd	3.20	180	R	From	26-666 Baugh Rd						NA		NA		10/15/2002	
					To	26-703 Carson Rd											
(668)	Brick Rd	1.90	390	R	From	26-703 Carson Rd						NA		NA		08/13/2002	
					To	26-604 Halifax Rd											
(669)		3.30	530	R	From	26-605						NA		NA		08/13/2002	
					To	26-604 Halifax Rd											
(670)	Shady Lane	1.82	210	R	From	26-666 Baugh Rd						NA		NA		10/15/2002	
					To	1.82 MN 26-666											
(670)	Shady Lane	0.04	110	R	From							NA		NA		10/15/2002	
					To	26-682 Ole Bole Rd											
(670)	Shady Lane	0.10	230	R	From							NA		NA		10/15/2002	
					To	26-688 Sawmill Rd											
(670)	Shady Lane	0.77	290	R	From							NA		NA		10/15/2002	
					To	26-609 Old Stage Rd											
(670)	Old Stage Rd	1.45	510	G	96%	0%	2%	0%	1%	0%	F	0.105	F	0.593	510	G	2003
(670)	Old Stage Rd	2.51	330	G	96%	0%	2%	0%	1%	0%	F	0.096	F	0.6	330	G	2003
					To	26-605 West											
(670)	Duncan Rd	2.29	770	G	96%	0%	2%	0%	1%	0%	F	0.087	F	0.593	770	G	2003
					To	26-613 SOUTH											
(670)	Duncan Rd	2.07	510	G	96%	0%	2%	0%	1%	0%	F	0.104	F	0.5	510	G	2003
					To	26-673 Smith Grove Rd											
(670)	Duncan Rd	1.21	830	G	96%	0%	2%	0%	1%	0%	F	0.089	F	0.705	830	G	2003
					To	1.21 MN 26-673											

Virginia Department of Transportation
Mobility Management Division
2003
Annual Average Daily Traffic Volume Estimates By Section of Route
Dinwiddie Maintenance Area

Route	Length	AADT	QA	4Tire	Bus	Truck-----				QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail							
Dinwiddie County																
(670) Duncan Rd	1.51	1300	G	From	1.21 M FRM 26-673					C	0.097	F	0.544	1400	G	2003
				To	US 1 Boydton Plank Rd											
(671)	0.40	120	R	From	Dead End						NA		NA		08/15/2002	
				To	US 1											
(672) Church Rd	1.49	620	G	From	26-613 Squirrel Level Rd					F	0.093	F	0.569	620	G	2003
				To	1.49 M FRM 26-613											
(672) Church Rd	0.58	820	G	From	26-603 Weakley Rd					C	0.086	F	0.595	890	G	2003
				To	26-603 Weakley Rd											
(672) Weakley Rd	0.27	820	G	From	26-1371 Hazel Ave					F	0.105	F	0.529	880	G	2003
				To	SR 142 Simpson Rd											
(673) Smith Grove Rd	1.77	430	R	From	26-670 Duncan Rd						NA		NA		08/15/2002	
				To	26-613 Squirrel Level Rd											
(674)	1.57	140	R	From	26-613						NA		NA		08/15/2002	
				To	1.57 MN 26-613											
(674)	0.37	180	R	From	26-670						NA		NA		08/15/2002	
				To	26-670											
(675) Vaughan Rd	3.74	650	G	From	26-670 Duncan Rd					F	0.092	F	0.582	650	G	2003
				To	26-741 Fort Emory Rd											
(675) Vaughan Rd	0.90	1100	G	From	26-676 Flank Rd					C	0.085	F	0.704	1100	G	2003
				To	SCL Petersburg											
(675) Vaughan Rd	0.94	750	G	From	26-613 Squirrel Level Rd					F	0.099	F	0.736	810	G	2003
				To	26-675 Vaughan Rd											
(677) Carson Dr	0.80	890	G	From	26-604 Halifax Rd					C	0.118	F	0.842	970	G	2003
				To	SR 345; 74-608											
(678) Spain Dr	1.00	60	R	From	26-605 Ellington Rd						NA		NA		08/13/2002	
				To	26-606 Oak Grove Rd											
(679)	1.45	210	R	From	Dead End						NA		NA		10/15/2002	
				To	26-660											
(680)	2.01	260	R	From	26-681						NA		NA		10/15/2002	
				To	2.01 ME 26-618											
(680)	1.19	140	R	From	26-618 Halligan Park Rd						NA		NA		1999	
				To	Sussex County Line											
(681)	1.80	390	R	From	26-665						NA		NA		10/15/2002	
				To	26-609 Old Stage Rd											
(682) Ole Bole Rd	0.70	100	R	From	26-670 Shady Lane						NA		NA		10/15/2002	
				To												

Virginia Department of Transportation
Mobility Management Division
2003
Annual Average Daily Traffic Volume Estimates By Section of Route
Dinwiddie Maintenance Area

Route	Length	AADT	QA	4Tire	Bus	-----Truck-----				QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail							
Dinwiddie County																
(683)	0.45	140	R	From:	26-651					NA		NA	10/15/2002			
				To:	26-707											
(683)	0.60	90	R	From:						NA		NA	10/15/2002			
				To:	0.60 MN 26-707											
(683)	0.20	90	R	From:						NA		NA	10/15/2002			
				To:	Dead End											
(684) Airpark Dr	0.56	620	R	From:	Dead End					NA		NA	08/14/2002			
				To:	US 460; 26-9921											
(685)	0.16	80	R	From:	Dead End					NA		NA	08/14/2002			
				To:	US 1											
(686) Smith Grove Lane	0.20	9	R	From:	26-673 Smith Grove Rd					NA		NA	10/15/2002			
				To:	Dead End											
(687)	0.10	80	R	From:	26-609					NA		NA	10/15/2002			
				To:	26-654 SOUTH											
(687)	1.54	180	R	From:						NA		NA	10/15/2002			
				To:	1.54 MN 26-654 S											
(687)	1.06	190	R	From:						NA		NA	10/15/2002			
				To:	26-696											
(687)	1.62	140	R	From:						NA		NA	10/15/2002			
				To:	SR 40											
(688) Sawmill Rd	0.85	220	R	From:	26-670 Shady Lane					NA		NA	10/15/2002			
				To:	26-705 Fox Branch Rd											
(688) Sawmill Rd	1.28	48	R	From:						NA		NA	08/15/2002			
				To:	1.28 ME 26-705											
(688) Sawmill Rd	0.27	60	R	From:						NA		NA	08/15/2002			
				To:	26-667 Malones Rd											
(689)	0.60	90	R	From:	26-629					NA		NA	08/14/2002			
				To:	26-628 Tranquility Lane											
(690) Harris Dr	0.94	230	R	From:	26-631 Claiborne Rd					NA		NA	08/14/2002			
				To:	Dead End											
(691)	1.00	160	R	From:	Dead End					NA		NA	10/15/2002			
				To:	SR 40											
(692)	1.89	40	R	From:	Dead End					NA		NA	10/15/2002			
				To:	SR 40											
(692)	3.20	190	R	From:						NA		NA	10/15/2002			
				To:	26-709											
(692)	0.60	10	R	From:						NA		NA	10/15/2002			
				To:	Dead End											
(693) Williamson Rd	2.87	460	R	From:	26-703 Carson Rd					NA		NA	10/25/2002			
				To:	26-670 Old Stage Rd											
(694)	0.70	80	R	From:	Dead End					NA		NA	09/26/2002			
				To:	26-622											

Virginia Department of Transportation
Mobility Management Division
2003
Annual Average Daily Traffic Volume Estimates By Section of Route
Dinwiddie Maintenance Area

Route	Length	AADT	QA	4Tire	Bus	-----Truck-----				QC	K Factor	QK	Dir Factor	AAWDT	QW	Year	
						2Axle	3+Axle	1Trail	2Trail								
Dinwiddie County																	
696	1.20	60	R	From:	Dead End						NA			NA		10/15/2002	
				To:	26-687												
697	0.40	140	R	From:	26-613						NA			NA		10/08/2002	
				To:	Dead End												
698	1.20	200	R	From:	26-665						NA			NA		10/15/2002	
				To:	Sussex County Line												
699	1.89	80	R	From:	26-611 Wilkinson Rd						NA			NA		09/26/2002	
				To:	1.89 MN 26-611												
699	1.41	90	R	From:							NA			NA		09/26/2002	
				To:	26-708 Namozine Rd												
700	0.88	40	R	From:	Dead End						NA			NA		09/26/2002	
				To:	26-613												
700	2.57	390	R	From:							NA			NA		09/26/2002	
				To:	26-622												
701	0.60	10	R	From:	Dead End						NA			NA		10/05/2002	
				To:	26-610 Old White Oak Rd												
702	1.32	90	R	From:	26-638						NA			NA		10/05/2002	
				To:	SR 40												
703	Carson Rd	0.13	3400	G	93%	1%	2%	1%	3%	0%	F	0.097	F	0.603	3400	G	2003
					From:	US 1 Boynton Plank Rd											
703	Carson Rd	1.17	3600	G	93%	1%	2%	1%	3%	0%	C	0.093	F	0.723	3600	G	2003
					To:	26-1403											
703	Carson Rd	5.18	1000	G	88%	2%	5%	2%	3%	0%	C	0.097	F	0.689	1000	G	2003
					From:	I-85											
703	Carson Rd	5.97	830	G	88%	2%	5%	2%	3%	0%	F	0.103	F	0.554	820	G	2003
					To:	26-670 Old Stage Rd											
703		0.09	1300	G	88%	2%	5%	2%	3%	0%	F	0.096	F	0.603	1300	G	2003
					From:	26-618 Halligan Park Rd											
704		0.24	60	R	From:	Prince George County Line; 7						NA		NA		08/15/2002	
					To:	Dead End											
705	Fox Branch Rd	1.42	200	R	From:	26-660						NA		NA		10/14/2002	
					To:	26-688 Sawmill Rd											
706		0.55	150	R	From:	26-733 Little Zion Rd						NA		NA		10/14/2002	
					To:	SR 226 WEST											
706		0.15	220	R	From:							NA		NA		10/14/2002	
					To:	26-725											
707		0.85	190	R	From:	SR 226 EAST						NA		NA		10/14/2002	
					To:	26-683											
708		0.30	610	G	91%	1%	4%	1%	3%	0%	F	0.107	F	0.711	610	G	2003
					From:	Amelia County Line											
708	Namozine Rd	5.93	1100	G	91%	1%	4%	1%	3%	0%	C	0.107	F	0.861	1100	G	2003
					From:	26-746											
708																	

Virginia Department of Transportation
Mobility Management Division
2003
Annual Average Daily Traffic Volume Estimates By Section of Route
Dinwiddie Maintenance Area

Route	Length	AADT	QA	4Tire	Bus	-----Truck-----				QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail							
Dinwiddie County																
(708) Namozine Rd	0.70	1900	G	From:	26-601 River Rd				F	0.099	F	0.661	2000	G	2003	
				To:	US 460; 26-631											
(709)	2.70	70	R	From:	26-609					NA			NA		10/15/2002	
				To:	SR 40											
(709)	3.70	290	R	From:						NA			NA		10/15/2002	
				To:	26-656											
(709)	1.70	390	R	From:						NA			NA		10/15/2002	
				To:	26-658											
(709)	0.63	840	R	From:						NA			NA		10/15/2002	
				To:	26-650											
(710)	0.85	9	R	From:	Dead End					NA			NA		08/27/2002	
				To:	SCL McKenney											
Town of McKenney																
(710)	0.11	9	R	From:	SCL McKenney					NA			NA		08/27/2002	
				To:	SR 40											
Dinwiddie County																
(711) Ridley Rd	1.30	90	R	From:	Dead End					NA			NA		10/15/2002	
				To:	26-670 Old Stage Rd											
(712)	0.55	30	R	From:	26-703 Carson Rd					NA			NA		10/15/2002	
				To:	Dead End											
(713)	2.54	260	R	From:	US 1					NA			NA		10/15/2002	
				To:	26-687											
(714)	0.46	360	R	From:	US 1					NA			NA		08/15/2002	
				To:	Dead End											
(715)	1.80	90	R	From:	26-645					NA			NA		10/15/2002	
				To:	26-613											
(716)	0.36	50	R	From:	26-611; 26-751					NA			NA		08/20/2002	
				To:	26-751											
(717)	0.50	100	R	From:	26-629					NA			NA		09/26/2002	
				To:	Dead End											
(718) Henshaw Rd	0.38	370	R	From:	26-601 River Rd					NA			NA		08/15/2002	
				To:	Dead End											
(719)	0.39	260	R	From:	26-601					NA			NA		08/15/2002	
				To:	Dead End											
(720)	0.15	180	R	From:	26-601					NA			NA		08/15/2002	
				To:	Dead End											
(721)	0.60	160	R	From:	US 460; FR-804					NA			NA		10/15/2002	
				To:	Dead End											
(722)	0.81	80	R	From:	26-619 Courthouse Rd					NA			NA		10/15/2002	
				To:	Dead End											

Virginia Department of Transportation
Mobility Management Division
2003
Annual Average Daily Traffic Volume Estimates By Section of Route
Dinwiddie Maintenance Area

Route	Length	AADT	QA	4Tire	Bus	-----Truck-----				QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail							
Dinwiddie County																
723	0.58	150	R	From:	26-611 Wilkinson Rd						NA			NA		09/26/2002
				To:	Dead End											
724	0.58	230	R	From:	26-639						NA			NA		10/15/2002
				To:	US 460											
725	0.17	130	R	From:	Dead End						NA			NA		08/15/2002
				To:	26-706											
726	0.23	160	R	From:	US 1						NA			NA		08/13/2002
				To:	Dead End											
727 Bethune Rd	0.79	120	R	From:	Dead End						NA			NA		10/15/2002
				To:	26-675 Vaughan Rd											
728	0.34	90	R	From:	Dead End						NA			NA		10/15/2002
				To:	26-665											
729 Spriggs Rd	0.53	90	R	From:	26-661 Boisseau Rd						NA			NA		08/15/2002
				To:	Dead End											
730 Williams Rd	0.28	60	R	From:	US 460 Cox Rd						NA			NA		08/14/2002
				To:	Dead End											
731	0.02	230	R	From:	26-611 Wilkinson Rd						NA			NA		09/26/2002
				To:	0.02 ME 26-611											
731	0.40	110	R	From:							NA			NA		09/26/2002
				To:	Dead End											
732	0.60	260	R	From:	Dead End						NA			NA		09/26/2002
				To:	26-627 Courthouse Rd											
733	1.20	240	R	From:	26-670						NA			NA		10/15/2002
				To:	26-703 Carson Rd											
734 Rainey Rd	3.14	220	R	From:	26-619 Courthouse Rd						NA			NA		10/15/2002
				To:	26-626 Flatfoot Rd											
735 Goose Pond Rd	1.40	60	R	From:	26-619 Courthouse Rd						NA			NA		10/15/2002
				To:	Dead End											
736	0.50	60	R	From:	26-659						NA			NA		10/15/2002
				To:	Dead End											
737	1.60	60	R	From:	26-665						NA			NA		10/15/2002
				To:	26-626 Flatfoot Rd											
738	1.33	300	R	From:	26-645						NA			NA		10/15/2002
				To:	26-647 Nash Rd											
739	1.70	420	R	From:	26-751						NA			NA		09/26/2002
				To:	26-708 Namozine Rd											
740 Turkey Egg Rd	1.50	1400	R	From:	26-627 Courthouse Rd						NA			NA		09/26/2002
				To:	US 1 Boydton Plank Rd											

Virginia Department of Transportation
Mobility Management Division
2003
Annual Average Daily Traffic Volume Estimates By Section of Route
Dinwiddie Maintenance Area

Route	Length	AADT	QA	4Tire	Bus	-----Truck-----				QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail							
Dinwiddie County																
(741)	0.70	730	R	From:	26-613					NA			NA			08/15/2002
				To:	26-675 Vaughan Rd											
(742)	0.50	240	R	From:	26-613					NA			NA			08/15/2002
				To:	26-675 Vaughan Rd											
(743)	0.57	360	R	From:	US 460					NA			NA			08/14/2002
				To:	26-601											
(744)	0.70	70	R	From:	26-644					NA			NA			09/26/2002
				To:	Dead End											
(745)	0.20	70	R	From:	Dead End					NA			NA			09/26/2002
				To:	26-651											
(746)	0.95	120	R	From:	26-708 Namozine Rd					NA			NA			09/26/2002
				To:	Dead End											
(747)	0.35	8	R	From:	26-611 Wilkinson Rd					NA			NA			09/26/2002
				To:	Dead End											
(748)	0.49	320	R	From:	Dead End					NA			NA			08/27/2002
				To:	26-652											
(749)	0.04	90	R	From:	FR-82					NA			NA			08/14/2002
				To:	Dead End											
(750)	Oxford Rd	1.51	780	R	From:	26-623 Southerland Rd					NA			NA		08/15/2002
					To:	Dead End										
(751)		0.78	480	R	From:	US 460 WEST					NA			NA		09/27/2002
					To:	26-611 W; 26-752										
(751)		0.26	1800	R	From:	26-611 W 26-752					NA			NA		09/27/2002
					To:	26-611 E; 26-716										
(751)		3.25	1800	R	From:						NA			NA		09/27/2002
					To:	26-627 WEST										
(751)		2.67	2300	R	From:						NA			NA		09/27/2002
					To:	US 460 EAST										
(752)		0.40	150	R	From:	26-611; 26-751					NA			NA		09/27/2002
					To:	Dead End										
(753)		0.40	190	R	From:	26-611 Wilkinson Rd					NA			NA		09/27/2002
					To:	Dead End										
(754)		0.88	240	R	From:	Dead End					NA			NA		09/26/2002
					To:	26-751										
(755)		0.50	80	R	From:	Dead End					NA			NA		09/26/2002
					To:	26-751										
(756)	Slates Rd	0.28	40	R	From:	26-628 Tranquility Lane					NA			NA		09/26/2002
					To:	Dead End										

Virginia Department of Transportation
Mobility Management Division
2003
Annual Average Daily Traffic Volume Estimates By Section of Route
Dinwiddie Maintenance Area

Route	Length	AADT	QA	4Tire	Bus	Truck				QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail							
Dinwiddie County																
757	0.62	60	R	From:	26-708 Namozine Rd					NA			NA		09/26/2002	
				To:	Dead End											
758	Steers Rd	0.39	280	R	From:	Dead End					NA			NA		08/15/2002
					To:	26-613 Dabney Mill Rd										
759	0.57	30	R	From:	Dead End					NA			NA		08/15/2002	
				To:	26-650											
760	Sutherland Ave	0.37	80	R	From:	26-623 Station Rd					NA			NA		08/19/2002
					To:	Dead End										
764	0.33	120	R	From:	26-750 Oxford Rd					NA			NA		08/15/2002	
				To:	Cul-de-Sac											
770	0.08	46	R	From:	Cul-de-Sac					NA			NA		09/26/2002	
				To:	Prince George County Line											
775	Hoffeimer Way	0.92	NA	From:	26-672					NA			NA			
				To:	US 1											
776	Chesdin Lake Rd	0.57	380	R	From:	26-601 River Rd					NA			NA		08/14/2002
					To:	Dead End										
1001	0.02	3	R	From:	Dead End					NA			NA		08/27/2002	
				To:	ECL McKenney											
Town of McKenney																
1001	0.02	7	R	From:	ECL McKenney					NA			NA		08/27/2002	
				To:	26-1014											
1001	0.10	110	R	From:						NA			NA		08/27/2002	
				To:	26-1013											
1001	0.32	320	R	From:						NA			NA		08/27/2002	
				To:	US 1											
1001	0.13	980	R	From:						NA			NA		08/27/2002	
				To:	26-1007											
1001	0.16	980	R	From:						NA			NA		08/27/2002	
				To:	26-1006											
1001	0.07	1000	R	From:						NA			NA		08/27/2002	
				To:	26-1005											
1001	0.07	1000	R	From:						NA			NA		08/27/2002	
				To:	26-1004											
1001	0.07	1100	R	From:						NA			NA		08/27/2002	
				To:	26-1003											
1001	0.03	420	R	From:						NA			NA		08/27/2002	
				To:	26-1002											
1002	0.10	280	R	From:	SR 40					NA			NA		08/27/2002	
				To:	26-1001											
1003	0.02	100	R	From:	Dead End					NA			NA		08/27/2002	
				To:	26-1010											
1003	0.15	190	R	From:						NA			NA		08/27/2002	
				To:	26-1009											

Virginia Department of Transportation
Mobility Management Division
2003
Annual Average Daily Traffic Volume Estimates By Section of Route
Dinwiddie Maintenance Area

Route	Length	AADT	QA	4Tire	Bus	-----Truck-----				QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail							
Town of McKenney																
(1003)	0.03	620	R	From:	26-1009						NA			NA		08/27/2002
(1003)	0.10	1200	R	To:	SR 40						NA			NA		08/27/2002
				From:												
(1004)	0.09	100	R	To:	26-1001						NA			NA		08/27/2002
				From:												
(1005)	0.14	60	R	To:	26-1009						NA			NA		08/27/2002
				From:												
(1005)	0.23	150	R	To:	SR 40						NA			NA		08/27/2002
				From:												
(1006)	0.08	40	R	To:	26-1008						NA			NA		08/27/2002
				From:												
(1007)	0.08	120	R	To:	26-1001						NA			NA		08/27/2002
				From:												
(1007)	0.11	120	R	To:	26-1008						NA			NA		08/27/2002
				From:												
(1008)	0.07	60	R	To:	Dead End						NA			NA		08/27/2002
				From:												
(1008)	0.19	90	R	To:	26-1007						NA			NA		08/27/2002
				From:												
				To:	26-1005						NA			NA		08/27/2002
				From:												
Dinwiddie County																
(1009)	0.65	220	R	To:	US 1						NA			NA		08/27/2002
				From:												
				To:	SCL McKenney						NA			NA		08/27/2002
				From:												
Town of McKenney																
(1009)	0.27	320	R	To:	SCL McKenney						NA			NA		08/27/2002
				From:												
(1009)	0.13	280	R	To:	26-1005						NA			NA		08/27/2002
				From:												
(1010)	0.25	80	R	To:	26-1003						NA			NA		08/27/2002
				From:												
(1010)	0.04	70	R	To:	SCL McKenney						NA			NA		08/27/2002
				From:												
(1011)	0.05	120	R	To:	26-1012						NA			NA		08/27/2002
				From:												
(1012)	0.10	40	R	To:	26-1003						NA			NA		08/27/2002
				From:												
(1013)	0.08	210	R	To:	Dead End						NA			NA		08/27/2002
				From:												
(1014)	0.10	40	R	To:	26-1010						NA			NA		08/27/2002
				From:												
(1013)	0.08	210	R	To:	Dead End						NA			NA		08/27/2002
				From:												
(1014)	0.08	90	R	To:	SR 40						NA			NA		08/27/2002
				From:												
(1014)	0.08	90	R	To:	26-1001						NA			NA		08/27/2002
				From:												
				To:	ECL McKenney						NA			NA		08/27/2002
				From:												

Virginia Department of Transportation
Mobility Management Division
2003
Annual Average Daily Traffic Volume Estimates By Section of Route
Dinwiddie Maintenance Area

Route	Length	AADT	QA	4Tire	Bus	Truck				QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail							
Dinwiddie County																
1014	0.31	90	R	From:	ECL McKenney						NA			NA		08/27/2002
				To:	Dead End											
Town of McKenney																
1015	0.10	60	R	From:	Dead End						NA			NA		08/27/2002
				To:	US 1											
Dinwiddie County																
1020	0.08	140	R	From:	26-644						NA			NA		1999
				To:	26-1021											
1021	0.12	60	R	From:	Dead End						NA			NA		1999
				To:	26-1020											
1021	0.09	80	R	From:							NA			NA		1999
				To:	Dead End											
1101	0.30	60	R	From:	26-604 Halifax Rd						NA			NA		1999
				To:	26-606											
1110	0.31	220	R	From:	26-1111						NA			NA		1999
				To:	26-1113											
1110	0.21	230	R	From:							NA			NA		1999
				To:	26-613											
1111	0.16	130	R	From:	26-1112						NA			NA		1999
				To:	26-1110											
1112	0.31	140	R	From:	26-1111						NA			NA		1999
				To:	26-1113											
1112	0.13	110	R	From:							NA			NA		1999
				To:	26-613											
1113	0.16	150	R	From:	26-1112						NA			NA		1999
				To:	26-1110											
1120	0.25	480	R	From:	26-1122						NA			NA		1999
				To:	26-1121											
1120	0.10	640	R	From:							NA			NA		1999
				To:	26-613											
1121	0.14	120	R	From:	Dead End						NA			NA		1999
				To:	26-1120											
1122	0.08	300	R	From:	26-1123						NA			NA		1999
				To:	26-1120											
1123	0.46	290	R	From:	26-1122						NA			NA		1999
				To:	Dead End											
1201	0.25	90	R	From:	Dead End						NA			NA		1999
				To:	US 1; 26-650											
1210	0.45	110	R	From:	Cul-de-Sac						NA			NA		1999
				To:	26-750 Oxford Rd											

Virginia Department of Transportation
Mobility Management Division
2003
Annual Average Daily Traffic Volume Estimates By Section of Route
Dinwiddie Maintenance Area

Route	Length	AADT	QA	4Tire	Bus	Truck				QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail							
Dinwiddie County																
1240	0.21	NA		From:	Cul-de-Sac/					NA			NA			
				To:	26-00601(B)/											
1241	0.15	NA		From:	26-01243(B)/					NA			NA			
				To:	26-01240(B)/											
1242	0.11	NA		From:	26-01243(B)/					NA			NA			
				To:	26-01240(B)/											
1243	0.23	NA		From:	Cul-de-Sac/					NA			NA			
				To:	Cul-de-Sac/											
1301	0.23	270	R	From:	SR 226					NA			NA			1999
1301	0.18	140	R	To:	26-1332					NA			NA			1999
				From:	Dead End											
1302	0.10	140	R	To:	26-1306					NA			NA			1999
				From:	26-1348											
1302	0.03	170	R	To:	26-1309					NA			NA			1999
				From:	US 1											
1302	0.11	180	R	To:	US 1					NA			NA			1999
				From:	Dead End											
1303	0.37	220	R	From:	FR-290					NA			NA			1999
1303	0.03	2100	R	To:	US 1					NA			NA			1999
				From:	26-1349											
1304	0.10	150	R	To:	26-1306					NA			NA			1999
1304	0.10	200	R	To:	26-1348					NA			NA			1999
				From:	US 1											
1304	0.13	240	R	To:	US 1					NA			NA			1999
				From:	Dead End											
1305	0.14	20	R	To:	26-1350					NA			NA			1999
1305	0.19	220	R	To:	26-1306					NA			NA			1999
				From:	26-1348											
1305	0.09	270	R	To:	26-1348					NA			NA			1999
				From:	US 1											
1305	0.11	310	R	To:	US 1					NA			NA			1999
				From:	26-1305											
1306	0.04	390	R	To:	26-1308					NA			NA			1999
1306	0.04	80	R	To:	26-1307					NA			NA			1999
				From:	26-1304											
1306	0.04	110	R	To:	26-1304					NA			NA			1999
				From:	26-1302											

Virginia Department of Transportation
Mobility Management Division
2003
Annual Average Daily Traffic Volume Estimates By Section of Route
Dinwiddie Maintenance Area

Route	Length	AADT	QA	4Tire	Bus	-----Truck-----				QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail							
Dinwiddie County																
(1307)	0.10	190	R	From:		26-1349					NA			NA		1999
(1307)	0.10	230	R	To:		26-1306					NA			NA		1999
(1307)	0.12	280	R	From:		26-1348					NA			NA		1999
(1307)				To:		US 1										
(1308)	0.13	60	R	From:		Dead End					NA			NA		1999
(1308)	0.09	150	R	To:		26-1350					NA			NA		1999
(1308)	0.10	340	R	From:		26-1349					NA			NA		1999
(1308)	0.09	380	R	To:		26-1306					NA			NA		1999
(1308)	0.12	780	R	From:		26-1348					NA			NA		1999
(1308)				To:		US 1										
(1309)	0.10	40	R	From:		26-1302					NA			NA		1999
(1309)				To:		Dead End										
(1310)	0.10	80	R	From:		Dead End					NA			NA		1999
(1310)	Rockdale Road	0.11	1700	R	To:	SR 226					NA			NA		1999
(1310)	Rockdale Road	0.10	1800	R	From:	26-1311					NA			NA		1999
(1310)				To:		26-600 Ferndale Rd										
(1311)	0.31	310	R	From:		Dead End					NA			NA		1999
(1311)	0.10	90	R	To:		26-1310 Rockdale Road					NA			NA		1999
(1311)				To:		Dead End										
(1312)	0.12	350	R	From:		26-1313					NA			NA		1999
(1312)				To:		SR 226										
(1313)	0.22	410	R	From:		26-1312					NA			NA		1999
(1313)				To:		US 1										
(1314)	0.03	30	R	From:		Dead End					NA			NA		1999
(1314)	0.12	100	R	To:		26-1317					NA			NA		1999
(1314)	0.10	220	R	From:		26-1318					NA			NA		1999
(1314)	0.06	280	R	To:		26-1315					NA			NA		1999
(1314)				To:		SR 226										
(1315)	0.06	70	R	From:		26-603					NA			NA		1999
(1315)	0.11	90	R	To:		26-1316					NA			NA		1999
(1315)				To:		26-1314										

Virginia Department of Transportation
Mobility Management Division
2003
Annual Average Daily Traffic Volume Estimates By Section of Route
Dinwiddie Maintenance Area

Route	Length	AADT	QA	4Tire	Bus	-----Truck-----				QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail							
Dinwiddie County																
(1316)	0.07	110	R	From:		26-1317					NA			NA		1999
(1316)	0.06	80	R	To:		26-1319					NA			NA		1999
(1316)	0.10	60	R	From:		26-1318					NA			NA		1999
				To:		26-1315										
(1317)	0.07	90	R	From:		26-1316					NA			NA		1999
				To:		26-1314										
(1318)	0.13	100	R	From:		26-1316					NA			NA		1999
				To:		26-1314										
(1319)	0.06	220	R	From:		26-603					NA			NA		1999
				To:		26-1316										
(1320) Ritchie Ave	0.09	150	R	From:		26-1362 Oak Ct					NA			NA		1999
(1320) Ritchie Ave	0.13	260	R	To:		26-1363 Cross St					NA			NA		1999
				To:		US 1 Boynton Plank Rd; SR 142 Simpson Rd										
(1321)	0.18	150	R	From:		Dead End					NA			NA		1999
				To:		26-601										
(1322) Harwell Drive	0.14	260	R	From:		Dead End					NA			NA		1999
				To:		US 1 Boynton Plank Rd										
(1323)	0.40	290	R	From:		26-600 Ferndale Rd					NA			NA		1999
				To:		Dead End										
(1324) Ford Ave	0.15	2300	R	From:		26-1363 Cross St					NA			NA		1999
				To:		US 1 Boynton Plank Road										
(1325)	0.21	NA		From:		Cul-de-Sac					NA			NA		
(1325)	0.06	370	R	To:		26-1326					NA			NA		1999
				To:		SR 226										
(1326)	0.21	180	R	From:		26-1325					NA			NA		1999
				To:		26-1327										
(1327)	0.05	260	R	From:		26-1326					NA			NA		1999
				To:		SR 226										
(1328)	0.10	70	R	From:		Dead End					NA			NA		1999
(1328)	0.12	190	R	To:		26-1329					NA			NA		1999
(1328)	0.07	310	R	From:		26-1330					NA			NA		1999
				To:		26-600 Ferndale Rd										
(1329)	0.06	150	R	From:		26-1330					NA			NA		1999
				To:		26-1328										

Virginia Department of Transportation
Mobility Management Division
2003
Annual Average Daily Traffic Volume Estimates By Section of Route
Dinwiddie Maintenance Area

Route	Length	AADT	QA	4Tire	Bus	-----Truck-----				QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
2Axle 3+Axle 1Trail 2Trail																
Dinwiddie County																
1330	0.17	140	R	From:	26-1329						NA			NA		1999
				To:	26-1328											
1331 Creek Circle	0.03	NA		From:	26-1325						NA			NA		
				To:	Cul-de-Sac											
1332	0.05	160	R	From:	26-1301						NA			NA		1999
				To:	Dead End											
1333	0.54	240	R	From:	26-600 Ferndale Rd						NA			NA		1999
				To:	26-600 Ferndale Rd											
1334	0.12	40	R	From:	Dead End						NA			NA		1999
				To:	26-1336											
1334	0.22	280	R	From:	26-1336						NA			NA		1999
				To:	FR-290; 26-1335											
1335	0.19	260	R	From:	0.19 MS FR-290						NA			NA		1999
				To:	FR-290; 26-1334											
1335	0.08	10	R	From:	FR-290; 26-1334						NA			NA		1999
				To:	Dead End											
1336	0.09	110	R	From:	26-1334						NA			NA		1999
				To:	26-1337											
1337	0.12	90	R	From:	Dead End						NA			NA		1999
				To:	26-1336											
1338	0.20	140	R	From:	26-1335						NA			NA		1993
				To:	Cul-de-Sac											
1339 Creek Lane	0.07	NA		From:	26-1325						NA			NA		
				To:	Cul-de-Sac											
1340	0.15	40	R	From:	SR 226						NA			NA		08/19/2002
				To:	26-1341											
1340	0.09	200	R	From:	26-1341						NA			NA		1999
				To:	26-1342											
1340	0.12	70	R	From:	26-1342						NA			NA		1999
				To:	Dead End											
1341	0.17	110	R	From:	26-1343						NA			NA		1999
				To:	26-1340											
1342	0.20	150	R	From:	26-1343						NA			NA		1999
				To:	26-1340											
1343	0.09	60	R	From:	26-1341						NA			NA		1999
				To:	26-1342											
1344	0.09	350	R	From:	SR 226						NA			NA		1999
				To:	26-1345											
1344	0.09	260	R	From:	26-1345						NA			NA		1999
				To:	26-1346											

Virginia Department of Transportation
Mobility Management Division
2003
Annual Average Daily Traffic Volume Estimates By Section of Route
Dinwiddie Maintenance Area

Route	Length	AADT	QA	4Tire	Bus	Truck				QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail							
Dinwiddie County																
(1345)	0.06	48	R	From	Dead End						NA			NA		1999
(1345)	0.04	40	R	To	26-1344						NA			NA		1999
				From	Dead End											
(1346)	0.07	50	R	From	Dead End						NA			NA		1999
(1346)	0.04	200	R	To	26-1344						NA			NA		1999
(1346)	0.01	20	R	From	26-1347						NA			NA		1999
				To	Dead End											
(1347)	0.17	140	R	From	Dead End						NA			NA		1999
				To	26-1346											
(1348)	0.04	110	R	From	26-1305						NA			NA		1999
(1348)	0.04	120	R	To	26-1308						NA			NA		1999
(1348)	0.04	130	R	From	26-1307						NA			NA		1999
(1348)	0.04	160	R	To	26-1304						NA			NA		1999
				To	26-1302											
(1349)	0.04	260	R	From	26-1308						NA			NA		1999
(1349)	0.04	220	R	To	26-1307						NA			NA		1999
				To	26-1304											
(1350)	0.04	150	R	From	26-1305						NA			NA		1999
				To	26-1308											
(1352)	0.19	290	R	From	26-601						NA			NA		1999
(1352)	0.10	110	R	To	26-1354						NA			NA		1999
				To	Cul-de-Sac											
(1353)	0.19	250	R	From	26-601						NA			NA		1999
(1353)	0.10	90	R	To	26-1354						NA			NA		1999
				To	Cul-de-Sac											
(1354)	0.08	50	R	From	26-1352						NA			NA		1999
(1354)	0.12	70	R	To	26-1353						NA			NA		08/20/2002
(1354)	0.07	100	R	From	26-1390						NA			NA		08/20/2002
				To	Dead End											
(1355)	0.18	320	R	From	26-601						NA			NA		08/20/2002
(1355)	0.07	90	R	To	26-1356						NA			NA		1999
				To	26-1367											

Virginia Department of Transportation
Mobility Management Division
2003
Annual Average Daily Traffic Volume Estimates By Section of Route
Dinwiddie Maintenance Area

Route	Length	AADT	QA	4Tire	Bus	-----Truck-----				QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail							
Dinwiddie County																
(1355)	0.10	60	R	From	26-1367						NA		NA		1999	
(1355)	0.28	NA		To	26-1368						NA		NA			
(1355)	0.13	290	R	From	26-1369						NA		NA		1999	
				To	26-601 WEST											
(1356)	0.09	100	R	From	Dead End						NA		NA		08/20/2002	
(1356)	0.06	60	R	From	26-1355						NA		NA		08/20/2002	
				To	Dead End											
(1357)	0.26	260	R	From	26-1358						NA		NA		08/20/2002	
(1357)	0.13	320	R	From	26-1360						NA		NA		08/20/2002	
(1357)	0.08	360	R	From	26-1359						NA		NA		08/20/2002	
				To	26-601											
(1358)	0.03	8	R	From	Dead End						NA		NA		08/20/2002	
(1358)	0.07	40	R	From	26-1357						NA		NA		08/20/2002	
(1358)	0.08	120	R	From	26-1360 Gap Terminus 26-1359 Gap Terminus						NA		NA		08/20/2002	
				To	26-601											
(1359)	0.04	40	R	From	Dead End						NA		NA		1999	
(1359)	0.10	470	R	From	26-1364						NA		NA		1999	
(1359)	0.29	360	R	From	26-1357						NA		NA		08/19/2002	
(1359)	0.22	340	R	From	26-1358						NA		NA		08/19/2002	
(1359)	0.10	350	R	From	26-1387						NA		NA		08/19/2002	
				To	26-1385											
(1360)	0.23	190	R	From	26-1357						NA		NA		08/19/2002	
				To	26-1358											
(1361)	0.14	590	R	From	26-1366						NA		NA		08/19/2002	
				To	SR 226											
(1362) Oak Ct	0.12	110	R	From	26-603 Sterling Rd						NA		NA		1999	
				To	26-1320 Ritchie Ave											
(1363) Cross St	0.08	50	R	From	26-1320 Ritchie Ave						NA		NA		1999	
				To	26-1324 Ford Ave											
(1364)	0.07	30	R	From	Dead End						NA		NA		1999	
(1364)	0.21	360	R	From	26-1365						NA		NA		1999	
				To	26-1359											

Virginia Department of Transportation
Mobility Management Division
2003
Annual Average Daily Traffic Volume Estimates By Section of Route
Dinwiddie Maintenance Area

Route	Length	AADT	QA	4Tire	Bus	-----Truck-----				QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail							
Dinwiddie County																
1365	0.11	150	R	From:	26-1364					NA			NA		1999	
				To:	Cul-de-Sac											
1366	0.46	230	R	From:	Dead End					NA			NA		10/15/2002	
				To:	Dead End											
1367	0.04	20	R	From:	26-1355					NA			NA		1999	
				To:	Cul-de-Sac											
1368	0.05	30	R	From:	Cul-de-Sac					NA			NA		1999	
				To:	26-1355											
1369	0.04	30	R	From:	26-1355					NA			NA		1999	
				To:	Cul-de-Sac											
1370	0.16	70	R	From:	26-1371					NA			NA		1993	
				To:	26-672											
1371	0.18	120	R	From:	Cul-de-Sac					NA			NA		08/19/2002	
				To:	26-1370											
1371	0.07	160	R	From:	26-1370					NA			NA		08/19/2002	
				To:	26-672											
1372	0.09	480	R	From:	US 1					NA			NA		08/19/2002	
				To:	26-1373 EAST-WEST											
1373	0.44	230	R	From:	26-1372 EAST-WEST					NA			NA		08/19/2002	
				To:	End Loop											
1375	0.13	130	R	From:	26-1382					NA			NA		1999	
				To:	Cul-de-Sac											
1376	0.07	60	R	From:	Cul-de-Sac					NA			NA		1999	
				To:	26-1381											
1377	0.07	50	R	From:	Cul-de-Sac					NA			NA		08/19/2002	
				To:	26-1381											
1378	0.11	120	R	From:	Cul-de-Sac					NA			NA		08/19/2002	
				To:	26-1379											
1379	0.10	160	R	From:	26-1380					NA			NA		10/15/2002	
				To:	Dead End											
1380	0.31	130	R	From:	Dead End					NA			NA		1999	
				To:	SR 226											
1380	0.53	NA		From:	SR 226					NA			NA			
				To:	Dead End											
1381	0.43	430	R	From:	Dead End					NA			NA		1999	
				To:	SR 226											
1382	0.27	190	R	From:	Dead End					NA			NA		08/19/2002	
				To:	26-1381											

Virginia Department of Transportation
Mobility Management Division
2003
Annual Average Daily Traffic Volume Estimates By Section of Route
Dinwiddie Maintenance Area

Route	Length	AADT	QA	4Tire	Bus	-----Truck-----				QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail							
Dinwiddie County																
1383	0.08	110	R	From:	26-1382					NA			NA		08/19/2002	
				To:	Cul-de-Sac											
1384	0.15	560	R	From:	26-1382					NA			NA		08/19/2002	
				To:	SR 226; 26-1384											
1385	0.30	390	R	From:	Dead End					NA			NA		08/19/2002	
				To:	26-1386											
1385	0.13	410	R	From:	26-1386					NA			NA		08/19/2002	
				To:	26-1359											
1385	0.11	820	R	From:	26-1359					NA			NA		08/19/2002	
				To:	26-601											
1386	0.14	90	R	From:	Cul-de-Sac					NA			NA		08/19/2002	
				To:	26-1385											
1387	0.12	90	R	From:	26-1386					NA			NA		08/19/2002	
				To:	26-1359											
1388	0.03	10	R	From:	Dead End					NA			NA		1999	
				To:	26-1389											
1388	0.07	170	R	From:	26-1389					NA			NA		1999	
				To:	26-1385											
1389	0.10	100	R	From:	26-1388					NA			NA		1999	
				To:	Cul-de-Sac											
1390	0.09	460	R	From:	26-601					NA			NA		08/19/2002	
				To:	26-1391											
1390	0.10	380	R	From:	26-1391					NA			NA		08/19/2002	
				To:	26-1354											
1390	0.08	260	R	From:	26-1354					NA			NA		08/19/2002	
				To:	26-1392											
1390	0.06	80	R	From:	26-1392					NA			NA		08/19/2002	
				To:	Cul-de-Sac											
1391	0.06	70	R	From:	Cul-de-Sac					NA			NA		08/19/2002	
				To:	26-1390											
1392	0.06	70	R	From:	Cul-de-Sac					NA			NA		08/19/2002	
				To:	26-1390											
1397	0.05	NA		From:	Dead End/					NA			NA			
				To:	26-01380(B)/											
1398	0.06	NA		From:	Dead End/					NA			NA			
				To:	26-01380(B)/											
1401	0.41	160	R	From:	Dead End					NA			NA		08/19/2002	
				To:	US 1											
1402	0.10	180	R	From:	US 1 SOUTH					NA			NA		1999	
				To:	26-619 Courthouse Rd											

Virginia Department of Transportation
Mobility Management Division
2003
Annual Average Daily Traffic Volume Estimates By Section of Route
Dinwiddie Maintenance Area

Route	Length	AADT	QA	4Tire	Bus	-----Truck-----				QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
2Axle 3+Axle 1Trail 2Trail																
Dinwiddie County																
1402	0.15	170	R	From:	26-619 Courthouse Rd						NA			NA		1999
				To:	US 1 NORTH											
1403	0.11	20	R	From:	26-703 Carson Rd						NA			NA		1999
				To:	Dead End											
1404	0.06	40	R	From:	26-619 Courthouse Rd						NA			NA		1999
				To:	Dead End											
1405	0.20	190	R	From:	26-627 Courthouse Rd						NA			NA		1999
				To:	26-1406											
1405	0.16	60	R	From:							NA			NA		1999
				To:	Dead End											
1406	0.43	90	R	From:	26-1405						NA			NA		1999
				To:	Cul-de-Sac											
1407	0.50	190	R	From:	Dead End						NA			NA		1999
				To:	26-627 Courthouse Rd											
1410	0.08	470	R	From:	26-626 Flatfoot Rd						NA			NA		1999
				To:	26-1411											
1410	0.06	380	R	From:							NA			NA		1999
				To:	26-1412											
1410	0.11	280	R	From:							NA			NA		1999
				To:	26-1413 SOUTH											
1410	0.07	80	R	From:							NA			NA		1999
				To:	26-1413 NORTH											
1410	0.05	7	R	From:							NA			NA		1999
				To:	Dead End											
1411	0.12	70	R	From:	Cul-de-Sac						NA			NA		1999
				To:	26-1410											
1412	0.12	70	R	From:	26-1410						NA			NA		1999
				To:	Dead End											
1413	0.28	120	R	From:	26-1410 SOUTH						NA			NA		1999
				To:	26-1410 NORTH											
1414	0.16	70	R	From:	Dead End						NA			NA		1999
				To:	26-1415											
1414	0.13	120	R	From:							NA			NA		1999
				To:	26-619 Courthouse Rd											
1415	0.12	20	R	From:	26-1414						NA			NA		1999
				To:	Dead End											
1420	0.15	NA		From:	26-00601(B)/						NA			NA		
				To:	26-01423(B)/											
1421	0.27	NA		From:	Cul-de-Sac/						NA			NA		
				To:	Cul-de-Sac/											

Virginia Department of Transportation
Mobility Management Division
2003
Annual Average Daily Traffic Volume Estimates By Section of Route
Dinwiddie Maintenance Area

Route	Length	AADT	QA	4Tire	Bus	-----Truck-----				QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail							
Dinwiddie County																
1422	0.04	NA		From:	26-01421(B)/					NA			NA			
				To:	Cul-de-Sac/											
1423	0.22	NA		From:	Dead End/					NA			NA			
				To:	Dead End/											
1424	0.05	NA		From:	Cul-de-Sac/					NA			NA			
				To:	26-01423(B)/											
1425	0.05	NA		From:	Dead End/					NA			NA			
				To:	26-01423(B)/											
1501	0.17	150	R	From:	26-1504					NA			NA			1999
1501	0.29	390	R	To:	26-1502					NA			NA			1999
				From:	US 460											
1502	0.08	90	R	From:	26-1501					NA			NA			1999
				To:	26-1503											
1503	0.12	70	R	From:	26-1502					NA			NA			1999
				To:	Dead End											
1504	0.10	70	R	From:	26-1505					NA			NA			1999
				To:	26-1501											
1504	0.14	30	R	From:						NA			NA			1999
				To:	Dead End											
1505	0.10	60	R	From:	26-1504					NA			NA			1999
				To:	Dead End											
1509	0.23	180	R	From:	26-1510					NA			NA			08/20/2002
				To:	Dead End											
1510	0.57	1100	R	From:	26-601					NA			NA			1999
				To:	26-1512											
1510	0.46	390	R	From:						NA			NA			1999
				To:	26-1511											
1510	0.06	40	R	From:						NA			NA			1999
				To:	Dead End											
1511	0.04	40	R	From:	26-1510					NA			NA			1999
				To:	Cul-de-Sac											
1512	0.10	110	R	From:	26-1510					NA			NA			1999
				To:	26-1513											
1513	0.13	150	R	From:	26-1509					NA			NA			08/20/2002
				To:	26-1512											
1513	0.15	160	R	From:						NA			NA			1999
				To:	26-1514											
1513	0.13	70	R	From:						NA			NA			1999
				To:	Cul-de-Sac											

Virginia Department of Transportation
Mobility Management Division
2003
Annual Average Daily Traffic Volume Estimates By Section of Route
Dinwiddie Maintenance Area

Route	Length	AADT	QA	4Tire	Bus	Truck-----				QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail							
Dinwiddie County																
1514	0.05	40	R	From:	Cul-de-Sac						NA			NA		1999
				To:	26-1513											
1515	0.13	540	R	From:	26-601						NA			NA		1999
				To:	26-1516											
1515	0.04	20	R	From:	26-1516						NA			NA		1999
				To:	Dead End											
1516	0.12	80	R	From:	Dead End						NA			NA		1999
				To:	26-1517											
1516	0.22	450	R	From:	26-1517						NA			NA		1999
				To:	26-1515											
1517	0.07	160	R	From:	26-1518						NA			NA		1999
				To:	26-1516											
1518	0.07	70	R	From:	Dead End						NA			NA		1999
				To:	26-1517											
1518	0.10	80	R	From:	26-1517						NA			NA		1999
				To:	Dead End											
1530	0.07	30	R	From:	Dead End						NA			NA		09/27/2002
				To:	26-1531											
1530	0.09	70	R	From:	26-751						NA			NA		09/27/2002
				To:	26-1530											
1531	0.23	80	R	From:	26-1530						NA			NA		09/27/2002
				To:	26-751											
9116	0.14	380	R	From:	26-751						NA			NA		1999
				To:	Cul-de-Sac											
Town of McKenney																
9117	0.04	49	R	From:	McKenney Elem School						NA			NA		1999
				To:	26-614											
Dinwiddie County																
9118	0.07	260	R	From:	Dinwiddie Elem School						NA			NA		10/23/2002
				To:	0.07 MN US 1											
9118	0.05	40	R	From:	0.07 MN US 1						NA			NA		1999
				To:	0.12 MN US 1											
9118	0.09	130	R	From:	0.12 MN US 1						NA			NA		1999
				To:	0.21 MN US 1											
9118	0.09	120	R	From:	0.21 MN US 1						NA			NA		1999
				To:	US 1											
Town of McKenney																
9119	0.02	30	R	From:	26-1001						NA			NA		1999
				To:	0.02 MN 26-1001											
9119	0.10	40	R	From:	0.02 MN 26-1001						NA			NA		1999
				To:	Cul-de-Sac											
Dinwiddie County																
9535	0.23	520	R	From:	US 1						NA			NA		10/23/2002
				To:	0.23 MN US 1											

Virginia Department of Transportation
Mobility Management Division
2003
Annual Average Daily Traffic Volume Estimates By Section of Route
Dinwiddie Maintenance Area

Route	Length	AADT	QA	4Tire	Bus	Truck-----				QC	K Factor	QK	Dir Factor	AAWDT	QW	Year		
						2Axle	3+Axle	1Trail	2Trail									
Dinwiddie County																		
(9535)	0.20	520	R	From:	0.23 MN US 1						NA			NA		10/23/2002		
(9535)	0.13	270	R	To:	0.43 MN US 1						NA			NA		1999		
				From:	US 1													
(9920)	0.10	90	R	To:	Cul-de-Sac						NA			NA		09/26/2002		
				From:	26-751													
(9921)	0.11	480	R	To:	US 460						NA			NA		1999		
				From:	US 460; 26-684													
(9922)	0.11	6	R	To:	US 1						NA			NA		1993		
				From:	Eastside Elem Sch													
(9923)	0.05	360	R	To:	Dinwiddie High School						NA			NA		10/23/2002		
(9923)	0.13	570	R	From:	0.05 MN 26-627						NA			NA		1999		
(9923)	0.15	230	R	To:	0.18 MN 26-627						NA			NA		1999		
(9923)	0.11	270	R	From:	0.33 MN 26-627						NA			NA		1999		
(9923)				To:	26-627 Courthouse Rd													
(608 74)	0.31	1000	N	From:	97%	1%	1%	0%	1%	0%	N	0.094	N	0.67	1000	N	2003	
(608 74)	1.00	2000	G	To:	99%	1%	0%	0%	0%	0%	C	0.141	F	0.658	2100	G	2003	
				From:	SR 345; 26-677													
				To:	SCL Petersburg													
City of Petersburg																		
(3 123)	Vaughn Rd	0.64	NA	From:	JB-26-123; 26-675						NA			NA				
				To:	123-9013 Halifax Rd													
(4 123)	Wells Rd	0.41	3500	G	From:	88%	1%	3%	2%	6%	0%	C	0.093	F	3700	G	2003	
				To:	Squirrel Level Rd													
(9002 123)	Halifax Rd	0.18	6600	G	From:	95%	1%	2%	1%	0%	0%	F	0.099	F	0.609	7200	G	2003
(9002 123)	Halifax St	0.58	5200	G	To:	Patterson St												
(9002 123)	Halifax St	0.19	6100	G	From:	95%	1%	2%	1%	0%	0%	F	0.101	F	0.579	6600	G	2003
(9002 123)	Halifax St	0.37	9100	G	To:	Virginia Ave												
(9002 123)	Halifax St	0.29	8400	G	From:	95%	1%	2%	1%	0%	0%	F	0.084	F	0.580	9800	G	2003
(9002 123)	Halifax St	0.28	9300	G	To:	Lee Ave												
(9002 123)	Halifax St	0.28	9300	G	From:	95%	1%	2%	1%	0%	0%	C	0.083	F	0.548	10000	G	2003
(9002 123)	Union St	0.12	4500	G	To:	Liberty St												
(9002 123)	Union St	0.12	4500	G	From:	US 1, US 460 W Wythe St						0.099	F	0.874	4800	G	2003	
(9002 123)	Union St	0.17	2300	G	To:	US 1, US 460 W Washington St												
				From:	91%	3%	4%	1%	0%	0%	C	0.108	F	0.587	2500	G	2003	
				To:	W Tabb St													

Virginia Department of Transportation
Mobility Management Division
2003
Annual Average Daily Traffic Volume Estimates By Section of Route
Dinwiddie Maintenance Area

Route		Length	AADT	QA	4Tire	Bus	-----Truck-----				QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
							2Axle	3+Axle	1Trail	2Trail							
City of Petersburg																	
9004 123	Defense Rd	0.47	2500	G	From:	Boydton Plank Rd					C	0.118	F	0.699	2700	G	2003
						97%	1%	1%	0%	1%							
9004 123	Defense Dr	1.77	6700	G	To:	Squirrel Level Rd					F	NA		7000	G	2003	
						97%	1%	1%	0%	0%							
9004 123	South Boulevard	0.92	8900	G	From:	Johnson Rd					C	0.093	F	0.504	9600	G	2003
						97%	1%	1%	0%	0%							
9004 123	South Boulevard	0.18	5500	G	To:	S. Sycamore St					F	0.093	F	0.558	6000	G	2003
						97%	1%	1%	0%	0%							
9004 123	South Boulevard	0.72	2500	G	From:	Crater Rd					F	0.090	F	0.605	2700	G	2003
						97%	1%	1%	0%	0%							
9006 123	Flank Rd	0.96	1800	G	To:	Anderson St											
9006 123	Flank Rd	0.96	1800	G	From:	Halifax Rd					C	0.102	F	0.592	2000	G	2003
						96%	0%	3%	0%	1%							
9006 123	Flank Rd	0.47	3200	G	To:	Johnson Rd					F	0.118	F	0.674	3500	G	2003
						96%	0%	3%	0%	1%							
9006 123	Flank Rd	0.75	2800	G	From:	Birdsong Rd					F	0.121	F	0.606	3000	G	2003
						96%	0%	3%	0%	1%							
9006 123	Flank Rd	0.91	3100	G	To:	Fort Hayes Dr					C	0.112	F	0.647	3400	G	2003
						90%	1%	1%	6%	1%							
9006 123	Flank Rd (1-Way)	0.13	2000	G	From:	Flank Rd N					C	0.105	F		2200	G	2003
						97%	1%	2%	0%	0%							
					To:	US 301 S Crater Rd											
9008 123	Rives Rd	0.55	6400	F	From:	US 301 S Crater Rd					C	0.097	F	0.515	7000	F	2003
						98%	0%	1%	0%	1%							
9008 123	Rives Rd	0.27	4800	G	To:	I- 95					C	0.103	F	0.568	5200	G	2003
						97%	1%	2%	0%	1%							
					To:	ECL Petersburg											
9009 123	Dupuy Rd	1.24	640	G	From:	SR 142 Boydton Plank Rd					F	0.104	F	0.536	690	G	2003
						96%	2%	1%	0%	0%							
9009 123	Dupuy St	0.58	2100	G	To:	Grigg St					F	0.102	F	0.533	2300	G	2003
						96%	2%	1%	0%	0%							
9009 123	Farmer St	0.86	3900	G	From:	Youngs Rd					C	0.087	F	0.531	4200	G	2003
						96%	2%	1%	0%	0%							
9009 123	Farmer St	0.47	2900	G	To:	S. South St					F	0.087	F	0.597	3200	G	2003
						96%	2%	1%	0%	0%							
					To:	Halifax St											
9010 123	Wagner Rd	0.73	14000	G	From:	S Crater Rd					C	0.096	F	0.525	16000	G	2003
						97%	1%	1%	0%	1%							
9010 123	Wagner Rd	1.60	9600	G	To:	I-95					C	0.095	F	0.514	10000	G	2003
						93%	1%	3%	0%	4%							
					To:	County Dr											
9011 123	Squirrel Level Rd	0.82	870	G	From:	SCL Petersburg					C	0.101	F	0.722	940	G	2003
						98%	0%	2%	1%	0%							
9011 123	Squirrel Level Rd	0.25	4700	G	To:	Wells Rd					C	0.083	F	0.504	5100	G	2003
						91%	1%	3%	1%	4%							
9011 123	Squirrel Level	0.20	6900	G	From:	Ramp To I- 85					F	0.083	F	0.504	7500	G	2003
						96%	1%	2%	0%	0%							
9011 123	Young Rd	1.14	4300	G	To:	Boydton Plank Rd					C	0.093	F	0.524	4600	G	2003
						96%	1%	2%	0%	0%							
					To:	Dupuy Rd											
9012 123	Lee Ave	0.56	3100	G	From:	West St					C	0.089	F	0.516	3300	G	2003
						97%	2%	1%	0%	0%							
					To:	Halifax St											

Virginia Department of Transportation
Mobility Management Division
2003
Annual Average Daily Traffic Volume Estimates By Section of Route
Dinwiddie Maintenance Area

Route		Length	AADT	QA	4Tire	Bus	-----Truck-----				QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
							2Axle	3+Axle	1Trail	2Trail							
City of Petersburg																	
9012 123	Porterville St	0.15	1600	G	From:	Halifax St					F	0.077	F	0.588	1800	G	2003
					To:	Harding St											
9012 123	New St	0.18	1500	G	From:	Harrison St					C	0.088	F	0.514	1600	G	2003
					To:	New St											
9012 123	Harrison St	0.03	1300	G	From:	Corling St					F	0.1	F		1400	G	2003
					To:	Harrison St											
9012 123	Corling St	0.09	570	G	From:	S. Sycamore St					F	0.11	F		610	G	2003
					To:	Ramp From I-95											
9012 123	Graham Rd	0.83	5500	G	From:	Crater Rd					F	0.088	F	0.513	6000	G	2003
					To:	SCL Petersburg											
9013 123	Halifax Rd	1.79	2700	G	From:	Wells Rd					C	0.094	F	0.536	2900	G	2003
					To:	Boydton Plank Rd											
9015 123	Johnson Rd	0.01	2700	G	From:	Flank Rd					F	0.135	F	0.637	3000	G	2003
					To:	Birdsong Rd											
9015 123	Johnson Rd	0.54	1100	G	From:	South Blvd					C	0.089	F	0.692	1200	G	2003
					To:	North Blvd											
9015 123	Johnson Rd	1.39	5500	G	From:	St Luke St					F	0.118	F	0.568	5900	G	2003
					To:	Virginia Ave											
9015 123	Johnson Rd	0.46	4900	G	From:	ST Matthews St					F	0.087	F	0.52	5300	G	2003
					To:	Porterville St											
9015 123	High Pearl St	0.20	4100	G	From:	PortersvilleSt					C	0.087	F	0.535	4600	G	2003
					To:	Halifax St											
9015 123	High Pearl St	0.08	3100	G	From:	SCL Petersburg					F	0.087	F	0.506	4500	G	2003
					To:	Johnson Rd											
9015 123	Harding St	0.22	2000	G	From:	W Washington St					F	0.103	F	0.5	620	G	2003
					To:	W Tabb St											
9015 123	Harding St	0.27	950	G	From:	E Bank St					C	NA			4100	G	2003
					To:	Bollingbrook St											
9021 123	N Sycamore St	0.18	3900	G	From:	Johnson Rd					F	0.095	F	0.558	4200	G	2003
					To:	S Sycamore St											
9021 123	N Sycamore St	0.11	3900	G	From:						F	0.095	F	0.558	4200	G	2003
					To:												
9021 123	Sycamore St	0.04	NA		From:						NA			NA			
					To:												
9023 123	North Blvd	0.57	2200	G	From:						C	0.088	F	0.574	2400	G	2003
					To:												

Virginia Department of Transportation
Mobility Management Division
2003
Annual Average Daily Traffic Volume Estimates By Section of Route
Dinwiddie Maintenance Area

Route	Length	AADT	QA	4Tire	Bus	-----Truck-----				QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail							
City of Petersburg																
<div>9025123</div>	Virginia Ave	0.05	220	G	From:	Gates Lane				F	0.131	F		240	G	2003
					To:											
<div>9025123</div>	Virginia Ave	0.06	240	G	From:	Jefferson Lane				F	0.126	F	0.621	250	G	2003
					To:											
<div>9025123</div>	Virginia Ave	0.11	420	G	From:	Diamond Street				C	0.121	F		460	G	2003
					To:											
<div>9025123</div>	Virginia Ave	0.32	2100	G	From:	Harding Street				C	0.088	F	0.525	2200	G	2003
					To:											
<div>9025123</div>	Young Ave	0.20	2400	G	From:	Halifax Street				C	0.094	F	0.518	2600	G	2003
					To:											
<div>9025123</div>	Young Ave	0.11	3000	G	From:	Arlington Street				C	0.098	F	0.559	3300	G	2003
					To:											
<div>9025123</div>	S West St	0.28	3600	G	From:	West Street Young Avenue				C	0.084	F	0.523	3900	G	2003
					To:											
<div>9025123</div>	S West St	0.23	5100	G	From:	Augusta Avenue				F	0.086	F	0.507	5600	G	2003
					To:											
<div>9025123</div>	S West St	0.14	4100	G	From:	Farmer St				F	0.096	F	0.512	4400	G	2003
					To:											
<div>9025123</div>	S West St	0.07	3700	G	From:	W Wythe St				F	0.099	F	0.51	4000	G	2003
					To:											
<div>9027123</div>	S West St	0.63	2200	G	From:	Halifax St				C	0.091	F	0.521	2400	G	2003
					To:											
<div>9029123</div>	S. South St	0.36	2200	G	From:	Lee Ave				C	0.089	F	0.529	2300	G	2003
					To:											
<div>9029123</div>	S. South St	0.09	8800	G	From:	US 1 Wythe St				F	NA		9300	G	2003	
					To:											
<div>9029123</div>	N. South St	0.20	6400	G	From:	Washington St				F	0.093	F	0.584	6900	G	2003
					To:											
<div>9029123</div>	High St	0.02	830	G	From:	High St N South St				F	0.099	F	0.534	900	G	2003
					To:											
<div>9029123</div>	Canal St	0.20	6300	G	From:	Canal St High St				C	0.094	F	0.594	6800	G	2003
					To:											
<div>9031123</div>	Byrne St	0.40	840	G	From:	New St				C	0.104	F		910	G	2003
					To:											
<div>9031123</div>	S. Market St	0.03	2700	G	From:	Halifax St				F	0.096	F	0.708	3000	G	2003
					To:											
<div>9031123</div>	S. Market St	0.09	2800	G	From:	Brown St				F	0.099	F	0.65	3100	G	2003
					To:											
<div>9033123</div>	Apollo St	0.14	2800	G	From:	Sycamore St				F	0.089	F	0.55	3000	G	2003
					To:											
<div>9033123</div>	Jefferson St	0.58	2800	G	From:	Jefferson St Apollo St				C	0.094	F	0.601	3000	G	2003
					To:											
<div>9033123</div>	Henry St	0.04	1300	G	From:	E Wythe St 3rd Street				F	NA		1300	G	2003	
					To:											
<div>9038123</div>	Puddledock Rd	0.40	4400	G	From:	E Washington St				C	0.095	F	0.586	4700	G	2003
					To:											

Virginia Department of Transportation
Mobility Management Division
2003
Annual Average Daily Traffic Volume Estimates By Section of Route
Dinwiddie Maintenance Area

Route		Length	AADT	QA	4Tire	Bus	-----Truck----- 2Axle 3+Axle 1Trail 2Trail				QC	K Factor	QK	Dir Factor	AAWDT	QW	Year	
City of Petersburg																		
<div>9046123</div>	High St	0.58	1100	G	From:	Canal St					0.099	F	0.706	1100	G	2003		
					To:	N Market St												
<div>9046123</div>	W Bank St	0.14	2300	G	From:	N Market St					0.092	F		2500	G	2003		
					To:	N Sycamore St												
<div>9046123</div>	E Bank St	0.11	3600	G	From:	97%	0%	2%	1%	0%	0%	C	NA		3700	G	2003	
					To:	2Nd St												
<div>9046123</div>	Bank St	0.25	2900	G	From:	93%	1%	4%	1%	1%	0%	C	0.104	F	0.538	3100	G	2003
					To:	East St												
<div>9046123</div>	Bank St	0.21	2800	G	From:	93%	1%	4%	1%	1%	0%	F	0.098	F	0.545	3000	G	2003
					To:	SR 36 E Washington St												
<div>9048123</div>	W Tabb St	0.09	1600	G	From:	90%	0%	0%	7%	2%	1%	F	0.11	F	0.655	1800	G	2003
					To:	Union St												
<div>9048123</div>	W Tabb St	0.06	2000	G	From:	90%	0%	0%	7%	2%	1%	F	0.116	F	0.612	2200	G	2003
					To:	N Sycamore St												
<div>9048123</div>	E Tabb St	0.12	1100	G	From:	90%	0%	0%	7%	2%	1%	C	NA		1200	G	2003	
					To:	N Adams St												
<div>9053123</div>	Baylors Ln	0.65	1800	G	From:	98%	1%	1%	0%	0%	0%	C	0.102	F	0.574	2000	G	2003
					To:	Halifax St												
<div>9055123</div>	Madison St	0.05	2100	G	From:	94%	1%	2%	1%	1%	0%	F	0.105	F	0.841	2300	G	2003
					To:	Franklin St												
<div>9055123</div>	Madison St	0.18	1800	G	From:	94%	1%	2%	1%	1%	0%	C	0.104	F	0.85	1900	G	2003
					To:	E Bank St												
<div>9055123</div>	Madison St	0.07	1200	G	From:	94%	1%	2%	1%	1%	0%	F	0.098	F	0.635	1300	G	2003
					To:	Bollingbrook St												
<div>9057123</div>	Fifth St	0.05	530	G	From:	E Bank St					0.133	F	0.746	580	G	2003		
					To:	Bollingbrook St												
<div>9057123</div>	Fifth St	0.08	560	G	From:	82%	4%	4%	4%	6%	0%	C	0.105	F	0.515	600	G	2003
					To:	River St												
<div>9059123</div>	Flank Rd N	0.20	3800	G	From:	97%	1%	1%	0%	0%	0%	C	0.086	F	0.786	4100	G	2003
					To:	US 301 S Crater Rd												
<div>9065123</div>	S Adams St	0.10	4500	G	From:	E Wythe St					0.095	F	0.71	4900	G	2003		
					To:	E Washington St												
	Accomack St		310	G	From:	6Th St					0.094	F		330	G	2003		
					To:	7Th St												
	Cameron St		400	G	From:	Old Church St					0.108	F		430	G	2003		
					To:	Center St												
	Culpeper Ave		570	G	From:	Prince George Ave					0.141	F		610	G	2003		
					To:	Brunswick St												
	Custer St		440	G	From:	Halifax Rd					0.106	F		480	G	2003		
					To:	Hawk St												
	Darby Dr		310	G	From:	Busby St					0.094	F		340	G	2003		
					To:	Halculn Dr												

Virginia Department of Transportation
Mobility Management Division
2003
Annual Average Daily Traffic Volume Estimates By Section of Route
Dinwiddie Maintenance Area

Route	Length	AADT	QA	4Tire	Bus	-----Truck-----				QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail							
City of Petersburg																
Gordon Dr		280	G	From:	Dering Rd						0.11	F		310	G	2003
				To:	Hoke Dr											
Homestead Dr		1000	G	From:	Valley Dr						0.096	F		1100	G	2003
				To:	Midland Rd											
Jefferson St		3700	G	From:	Filmore St						0.088	F		4000	G	2003
				To:	ST Andrews St											
Kirkham Street		490	G	From:	Bolling Street						0.101	F	0.591	530	G	2003
				To:	Chestnut Street											
North Park Dr		1200	G	From:	Nivram St						0.09	F		1300	G	2003
				To:	Retang Rd											
Oakmont Dr		90	G	From:	Homestead Dr						0.12	F	0.5	100	G	2003
				To:	Midland Rd											
Old Church St		360	G	From:	Bollingbrook St						0.108	F		390	G	2003
				To:	Miller St											
Patterson Ave		1100	G	From:	Floyd St						0.119	F		1100	G	2003
				To:	Carver St											
Pleasants Ln		1000	G	From:	Valor Dr						0.104	F		1100	G	2003
				To:	Dupuy Rd											
Richmond Ave		990	G	From:	Ash St						0.093	F		1100	G	2003
				To:	Nash St											
Rollingwood Rd		100	G	From:	Valley St						0.109	F		110	G	2003
				To:	Homestead Dr											
South Park Dr		1800	G	From:	Forest Hill Rd						0.095	F		1900	G	2003
				To:	West Park Dr											
St Matthew St		2800	G	From:	High Pearl St						0.087	F		3100	G	2003
				To:	Harding St											
Talley Ave		880	G	From:	Custer St						0.234	F		950	G	2003
				To:	Edmonds Ct											